



2500 E Wilshire Boulevard  
Oklahoma City, OK 73111  
P. 866.783.7153  
F. 866.783.7154

## ***ZONING ASSESSMENT***

390 Main Street  
San Francisco, CA

***Preliminary Report: August 22, 2011***  
***Site# 14572***

This report is provided for the sole use of Orrick Herrington &  
Sutcliffe and their respective successors and assigns

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## ***Property Information***

**Site Name:** 390 Main Street  
**Site Address:** 390 Main Street  
**Legal Description:** Block 3746, Lot 002

## ***Site Description***

**Parcel Size:** Not Provided  
**Site Description:** Office Building

## ***Zoning Classification & Permitted Use***

**Date of Existing Ordinance:** Current as provided off the Internet  
**Jurisdiction:** City of San Francisco  
**Adjacent Zoning:** Not Provided  
**Existing Zoning:** RH DTR, Rincon Hill Downtown Residential District Folsom  
**Is the Use Permitted? :** No, Office as a Primary Use is not permitted. Please see "Summary of Findings"

# ***Zoning Requirements***

## **1. Building Setback Requirements**

**a. Front/Side/Rear:** None Required

***Is the Existing Building in Conformance with the Required Setback Restrictions?*** Yes. See "Additional Comments"

## **2. Height Restrictions**

**a. Height:** 85/150/200 Feet Height District

***Is the Existing Building in Conformance with the Required Height Restrictions?*** No.  
Existing Height is 90 Feet. Please See "Summary of Findings"

## **3. Area Requirements**

**a. Minimum Lot Area:** No Limit

***Is the Existing Building in Conformance with the Required Area Restrictions?*** Yes

## **4. Density Requirements**

**a. Residential to Non-Residential  
Use Ratio:** 6:1

**b. Rear Yard/Site Coverage:** 100%

**c. Use Size:** 25,000 Square Feet for Non-Residential

***Is the Existing Building in Conformance with the Required Density Restrictions?*** No,  
Existing 0:6 Ratio & Use Size exceeds 25,000 Square Feet. Please see "Summary of Findings"

## **5. Parking Requirements**

**a. Parking Space Formula:** Not Applicable

**b. Parking Spaces Required:** None Required

**c. Existing Parking Spaces:** 0 Parking Spaces

***Is the Existing Building in Conformance with the Required Parking Restrictions?*** Yes

## *Other*

### *Special Permitting*

Planning Commission Motion No. 16998: Adopting Findings relating to the approval of a conditional use authorization to install a WTS facility consisting of 12 (twelve) antennas, and related back-up equipment, pursuant to planning code Section 234.2, within an P (Public) District, a Rincon Hill Residential Sub District and a 150-250-Height & Bulk District. Please see attached document.

### *Site Plan Approval*

The City of San Francisco does not provide Site Plan Research without the Owner & Architect's permission.

### *Violations Search*

According to Scott Sanchez, Zoning Administrator, "The Planning Department has not made a site inspection to determine the existence of possible unabated violations of the Planning Code. Our current records do not indicate any Planning Code Violations." Please see attached letter.

Please see attached printout reflecting no open building code violations.

### *Certificates of Occupancy*

This information has been ordered and will be forwarded upon receipt.

## *Additional Comments*

Please note, this is a limited review of the zoning restrictions in the City of San Francisco. This site does not address upper story or podium setbacks, recreation, open space and community facility requirements. The review of these requirements are outside the scope of this report.

## ***Information Sources***

Massey Consulting Group has relied on information from the following sources to document the information contained within this report:

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**Municipal Official**

**City of San Francisco  
Scott Sanchez  
Zoning Administrator  
1650 Mission Street  
Suite 400  
San Francisco, CA 94103  
145.558.6378**

**Surveyor**

**Martin M. Ron Associates  
859 Harrison Street  
San Francisco, CA 94107  
415.543.4500**

## ***Summary of Findings***

**Conformance Status:**

**Legal Conforming**

According to Isoken Omokaro, Planning Department, "The intent, of the Ricon Hill Downtown Residential zoning district, is to create a mixed use neighborhood with primarily residential uses. The Ricon Hill Ordinance took effect after this property was constructed. Any deficiencies would be considered legal nonconforming."

**Nonconforming Characteristics:**

- Office as a primary use is not permitted.
- The Height of the Building is exceeded by 5 Feet
- Residential/Office Ratio should be 6:1. Existing Ratio is 0:6
- Non-Residential Use Size is limited to 25,000 Square Feet

**Nonconforming Clause:**

**Section 188(b) Noncomplying Structures**

A noncomplying structure that is damaged or destroyed by fire, or other calamity, or by Act of God, or by the public enemy, may be restored to its former condition; provided that such restoration is permitted by the Building Code, and is started within one year and diligently prosecuted to completion. Except as provided in Subsection (c) below, no noncomplying structure that is voluntarily razed or required by law to be razed by the owner thereof may thereafter be restored except in full conformity with the requirements of this Code.

***This report was prepared by Elisa Massey. Please contact Elisa at 405.475.5056 or [elisam@masseyconsultinggroup.com](mailto:elisam@masseyconsultinggroup.com) if you have any questions.***

# Zoning Verification Letter



## SAN FRANCISCO PLANNING DEPARTMENT

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August 22, 2011

Elisa Massey  
Massey Consulting Group  
2500 E. Wilshire Boulevard  
Oklahoma City, OK 73111

RE: ZONING LETTER FOR THE PROPERTY AT 390 MAIN STREET  
BLOCK: 3746 LOT:002

Dear Ms. Massey:

This letter is in response to your correspondence received on August 5, 2011 requesting zoning information for the property at 390 Main Street. This property is located in the RH DTR (Rincon Hill Downtown Residential) zoning district with 85/150/200 feet height and "R" bulk limitation. We have attached a summary of the zoning controls for the district.

The subject property is not in any Special Use District. Historic or architectural ratings and our case tracking records for the subject property are attached.

The Planning Code Section 181(d) and 188(b) allow a legally constructed structure that is destroyed by fire, other calamity, or by act of God or the public enemy to be restored to its original condition and use provided that such restoration is permitted by the Building Code and is started within one year and diligently prosecuted to completion. This allows the reconstruction of a non-conforming use, a non-complying building or conditional use that has all applicable building permits and a Certificate of Occupancy on record with the Department of Building Inspection. Uses, buildings and features not legally built or established may be replaced only with uses, buildings or features that conform to current standards.

Information regarding violations of the Building Code as well as the Certificate of Occupancy is the jurisdiction of the Department of Building Inspection. For violations please contact this department at:

Department of Building Inspection  
1660 Mission Street  
San Francisco, CA 94103

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

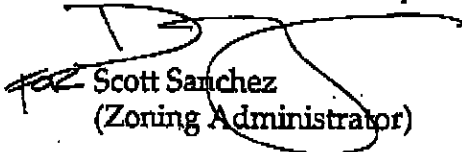


Elisa Massey  
390 Main Street  
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This letter and the attached information sheets should provide you with a summary of the information requested in the letter received on August 5, 2011. The Planning Department has not made a site inspection to determine the existence of possible unabated violations of the Planning Code. Our current records do not indicate any Planning Code violations. Any additional research needed shall be subject to time and materials billing at the standard Planning Department rates. If you should have any further questions please contact Valentine Isoken Omokaro at (415) 558-6403.

If you believe this determination represents an error in interpretation of the Planning Code or abuse in discretion by the Zoning Administrator, an appeal may be filed with the Board of Permit Appeals within 15 days of the date of this letter. For information regarding the appeals process, please contact the Board of Permit Appeals located at 1650 Mission Street, Room 304, San Francisco, or call (415) 575-6880.

Sincerely,



for Scott Sanchez  
(Zoning Administrator)

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# Planning Commission Case

**SAN FRANCISCO**  
**PLANNING COMMISSION**  
**MOTION NO. 16998**

**ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION TO INSTALL A WTS FACILITY CONSISTING OF 12 (TWELVE) ANTENNAS, AND RELATED BACK-UP EQUIPMENT, PURSUANT TO PLANNING CODE SECTION 234.2, WITHIN AN P (PUBLIC) DISTRICT, A RINCON HILL RESIDENTIAL SUB DISTRICT, AND A 150-R / 250-R HEIGHT AND BULK DISTRICT.**

**Preamble**

On October 7, 2004, Alvin Corey of Nextel Communications (hereinafter "Project Sponsor"), for the property owned by the United State Postal Service, made application (hereinafter "Application"), for Conditional Use on the property at 390 Main Street Lot 001 in Assessor's Block 3746, (hereinafter "Project Site") to install a total of 12 antennas on the rooftop penthouse and to install associated backup equipment as part of Nextel Communications telecommunications network in general conformity with plans dated September 27, 2004, filed with the Application and labeled "EXHIBIT B" (hereinafter "Project") within an P (Public) District and a 150-R / 250-R Height and Bulk District.

On **May 5, 2005** the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on **Conditional Use Application Number 2004.1049C**.

The proposed Application was determined by the San Francisco Planning Department (hereinafter "Department") to be Categorically Exempt from the environmental review process pursuant to Title 14 of the California Administrative Code. The Commission has reviewed and concurs with said determination.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department Staff, and other interested parties.

**Findings**

Having reviewed all the materials identified in the recitals above, and having heard oral testimony and arguments, the Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of this Commission.

2. The Project Site lies within a P (Public) Zoning District, which allows the installation of wireless telecommunications facilities as a Conditional Use pursuant to Section 134.2 of the Planning Code when such facility is found to be in conformity with the provisions of the General Plan and provided that operating requirements necessitate placement at this location.
3. The project site is occupied by an eight-story United States Postal Service facility; the building's footprint takes up half the City block. ... There are no existing WTS facilities on the site. The project site is within the Rincon Hill neighborhood, which is transitioning from a mix of commercial, office, and residential uses, to a predominately high-density residential neighborhood. To the north of the USPS facility is an empty parking lot that has received Conditional Use authorization to construct a large-scale residential development consisting of two towers. Across Beale Street from the site and to the west is Avalon Towers, a residential project; and across Main Street and to the east of the site is an office building. The Bay Bridge is one block to the south.
4. The proposal is to install a WTS facility that would consist of three sectors of antennas (each sector consisting of four antennas) flush mounted on the north, south, and west sides of the roof penthouse, approximately 25-feet above the roof and 120-feet above grade; and a base transmission station. The subject penthouse is in the middle of the roof, setback from the north and south sides of the building by approximately 140-feet each, and setback from the east and west sides of the building by approximately 95-feet.
5. The Planning Commission held a duly advertised public hearing on August 15, 1996 to consider adoption of guidelines for the siting of wireless telecommunications services facilities in the City which would include standard conditions of approval for wireless communications facilities which are regulated by the FCC and required to meet the health and safety standards.

The Planning Commission, by Resolution No. 14182, adopted the proposed Wireless Telecommunications Services Facilities Siting Guidelines (hereinafter "WTS Guidelines") on August 15, 1996. The sample conditions of approval presented in the Guidelines form the basis for the development of conditions of approval for this Application and Motion.

The Guidelines identify preferences for types of buildings for Wireless Telecommunications installations. The Project Site is a Location Preference Number 1 (Preferred Preference Site), a public building.

6. The Applicant has stated that the proposed Personal Communications Service (PCS) network will transmit and receive calls by radio waves operating in the 866 to 950 MHz band which is regulated by the Federal Communications Commission (FCC) and which

must comply with the FCC-adopted health and safety standards for electromagnetic radiation and radio frequency radiation. These frequency bands are regulated by the Federal Communications Commission (FCC) and must comply with the FCC-adopted health and safety standards for electromagnetic radiation and radio frequency radiation.

The applicant submitted a report of the proposed RF emissions for the subject site performed by the Hammet and Edison, and dated October 6, 2004. The Department of Public Health reviewed the report of proposed RF emissions and determined that the proposed site met the relevant requirements of the WTS Guidelines.

The proposed system would operate as part of a low energy, low frequency network. The electromagnetic radiation frequencies emitted by the PCS antennas are considered non-ionizing radiation.

7. The Applicant conducted one duly noticed community meeting, with a mailed notification radius of 500' from the project site. The meeting was held at *Books Inc.* at 160 Folsom Street on April 20, 20005 at 7:00 pm. Only one member of the public attended the meeting and did not indicate support or opposition.
8. The proposed project will operate without on-site staff, with a one or two person maintenance crew scheduled to visit the property once a month. Additional visits may be required if a service-affecting situation occurs, such as a loss of power for more than four hours or a Pacific Bell shutdown.
9. The Applicant has indicated that the proposed project and the wireless communications network will provide necessary emergency communication options in case telephone lines are damaged or inoperable as a result of natural disasters such as earthquakes. The Applicant has stated that the proposed digital personal communication service will improve the quality of service, will expand the array of communications services to include voice transmissions, will improve the convenience of service, and will reduce the cost of wireless communication to the consumer. Because of the radio frequency used in this technology and the City's varied topography, many antenna and transceiver installations ("cell sites") must be provided throughout the City by the Applicant to insure uninterrupted ("line of sight") transmission of the radio signals for uninterrupted ("seamless") coverage for customers. In order to provide better coverage and increase the capacity of this seamless coverage for its customers, the Applicant has represented that it will need a cell site installation at the Project Site.
10. Planning Code Section 303 sets forth criteria that must be met before the Commission may authorize a Conditional Use. This project complies with the criteria of Section 303 in that:

- a) The proposed use or feature, at the size and intensity contemplated and at the proposed location, would provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community;
- b) *Comment: The proposed WTS facility will help provide essential communications to improve public safety and promote commerce and industry of the business community. In addition, AT&T's network and service will increase the capability of emergency communications during natural disasters such as earthquakes and fires when existing landline telephone systems become non-functional.*
- c) That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:
  - i. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;
  - ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;
  - iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust, and odor;
  - iv. Treatment given, as appropriate, to such aspects of landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

*Comment: An evaluation of potential health effects from RF radiation, conducted by the Department of Public Health, has concluded that the proposed wireless transmission facility will have no adverse health effects if operated in compliance with the FCC-adopted health and safety standards. The Department has received information that the proposed wireless transmission network will be operated so as not to interfere with radio or television reception in order to comply with the provisions of its license under the FCC. The Department of Telecommunications and Information Services (previously known as the Department of Electricity and Telecommunications) has advised this Department that operation of the proposed wireless transmission network could interfere with the City's emergency 911 radio dispatching system currently used by the Police and Fire Departments.*

*Conditions contained in EXHIBIT A of this Motion would insure that before the proposed system begins operation, potential interference with the City's 911 dispatching system must be eliminated.*

*The Department is developing a database of all such wireless communications facilities operating or proposed for operation in the City and County of San Francisco. All Applicants are now required to submit information on the location and nature of all existing and approved wireless transmission facilities operated by the Project Sponsor. The goal of this effort is to foster public information as to the location of these facilities.*

*The proposed installation has also been designed to be unobtrusive from the street, and therefore will not contribute to the negative visual impacts associated with "antenna farms."*

- d) That such use or feature as proposed will comply with the applicable provision of this Code and will not adversely affect the General Plan.

*The Project would affirmatively promote, be consistent with, and would not adversely affect the San Francisco General Plan, as described in the following General Plan Policies and Priority General Plan Policies Findings.*

11. The proposed Project is in conformity with, and would implement the policies of, the City's General Plan as follows:

**Commerce and Industry Element:**

**GENERAL/CITYWIDE**

OBJECTIVE 1: MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

POLICY 1: Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

POLICY 2: Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

OBJECTIVE 2: MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

POLICY 1: Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

POLICY 3: Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

OBJECTIVE 3: PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

POLICY 1: Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

POLICY 2: Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

POLICY 3: Emphasize job training and retraining programs that will impart skills necessary for participation in the San Francisco labor market.

POLICY 4: Assist newly emerging economic activities.

OBJECTIVE 4: IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

POLICY 1: Maintain and enhance a favorable business climate in the city.

POLICY 2: Promote and attract those economic activities with potential benefit to the City.

#### NEIGHBORHOOD COMMERCE

OBJECTIVE 6: MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.



- POLICY 1:** Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.
- POLICY 2:** Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.
- POLICY 3:** Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

**Residence Element**

**NEIGHBORHOOD ENVIRONMENT**

**OBJECTIVE 12:** TO PROVIDE A QUALITY LIVING ENVIRONMENT.

- POLICY 1:** Assure housing is provided with adequate public improvements, services and amenities.

**Community Safety Element**

**EMERGENCY OPERATIONS**

- OBJECTIVE 3:** ENSURE THE PROTECTION OF LIFE AND PROPERTY FROM THE EFFECTS OF FIRE OR NATURAL DISASTER THROUGH ADEQUATE EMERGENCY OPERATIONS PREPARATION.
- POLICY 1:** Maintain a local agency for the provision of emergency services to meet the needs of San Francisco.
- POLICY 2:** Develop and maintain viable, up-to-date in-house emergency operations plans, with necessary equipment, for operational capability of all emergency service agencies and departments.
- POLICY 3:** Maintain and expand agreements for emergency assistance from other jurisdictions to ensure adequate aid in time of need.

- POLICY 4: Establish and maintain an adequate Emergency Operations Center.
- POLICY 5: Maintain and expand the city's fire prevention and fire-fighting capability.
- POLICY 6: Establish a system of emergency access routes for both emergency operations and evacuation.
- POLICY 7: Establish a system of emergency access routes for both emergency operations and evacuation.

**Urban Design Element**

**NEIGHBORHOOD ENVIRONMENT**

- OBJECTIVE 3 MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.
- POLICY 4: Promote building forms that will respect and improve the integrity of open spaces and other public areas
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.
- POLICY 14: Remove and obscure distracting and cluttering elements.
12. Planning Code Section 101.1(b) establishes eight priority planning policies and requires review of permits for consistency with said policies. The project complies with said policies in that:
- a) Existing neighborhood-serving retail uses are preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

*Comment: By making better wireless services available to local business owners and consumers, the project will enhance neighborhood-serving retail uses.*

- b) Existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

*Comment: The project will have no effect on existing housing. The design of the facility is intended to maintain the existing visual character of the neighborhood.*

- c) The City's supply of affordable housing be preserved and enhanced;

*Comment: The project will have no effect on the City's supply of affordable housing.*

- d) Commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

*Comment: The project will not add new residents at the site. Maintenance or repair visits by technicians will be infrequent and will not impede Muni transit service or overburden neighborhood parking. No existing parking spaces within the garage will be lost due to this installation.*

- e) A diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

*Comment: The project will not displace industrial or service sector uses. This site, as well as others in the Cingular Wireless network, will require maintenance and repair services that will generate service sector employment opportunities for San Francisco residents.*

- f) That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

*Comment: The project will be built to comply with all seismic and life safety standards. In the event that an earthquake or other disaster renders telephone lines inoperable, the proposed wireless facility will be available for emergency communications. Therefore, the project contributes to the City's preparedness against injury and loss of life in the event of a disaster.*

- g) That landmarks and historic buildings be preserved; and,

*Comment: The subject building is not considered architecturally significant, and no nearby historic buildings or landmarks will be affected by this proposal.*

- h) That our parks and open space and their access to sunlight and vistas be protected from development.

*Comment: The proposed wireless telecommunications facility will not expand the envelope of the existing building nor will it substantially increase the intensity of on-site activity. Therefore, the project will have not impact on local parks and open space and will preserve their access to sunlight and vistas.*

13. The Planning Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the city.

**DECISION**

That based upon the Record, the submissions by the Applicant, the staff of the Department, and other interested parties, the oral testimony presented to this Commission at the public hearing, and all other written materials submitted by all parties, the Commission hereby finds the project in conformity with the General Plan and hereby **APPROVES Conditional Use Application No. 2004.1049C** subject to the following conditions attached hereto as EXHIBIT A which is incorporated herein by reference as though fully set forth.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of **May 5, 2005**.

Linda Avery  
Commission Secretary

AYES: Commissioners Alexander, Antonini, Hughes, S. Lee, W. Lee and Olague

NOES: Commissioner Bell

ABSENT: None

ADOPTED: May 5, 2005

**EXHIBIT A**

**CONDITIONS OF APPROVAL**

1. The authorization is granted to install up to 12 (twelve) antennas that would be located 390 Main Street.
2. Plan Drawings. Prior to the issuance of any building or electrical permits for the installation of the facilities, the Project Sponsor shall submit final scaled drawings for review and approval by the Planning Department ("Plan Drawings"). The Plan Drawings shall describe:
  - a) Structure and Siting. Identify all facility related support and protection measures to be installed. This includes, but is not limited to, the location(s) and method(s) of placement, support, protection, screening, paint and/or other treatments of the antennas and other appurtenances to insure public safety, insure compatibility with urban design, architectural and historic preservation principles, and harmony with neighborhood character.
  - b) For the Project Site, regardless of the ownership of the existing facilities. Identify the location of all existing antennas and facilities; and identify the location of all approved (but not installed) antennas and facilities.
  - c) Emissions. Provide a report, subject to approval of the Zoning Administrator, that operation of the facilities in addition to ambient RF emission levels will not exceed adopted FCC standards with regard to human exposure in uncontrolled areas.
3. Project Implementation Report. The Project Sponsor shall prepare and submit to the Zoning Administrator a Project Implementation Report. The Project Implementation Report shall:
  - a) Identify the three-dimensional perimeter closest to the facility at which adopted FCC standards for human exposure to RF emissions in uncontrolled areas are satisfied;
  - b) Document testing that demonstrates that the facility will not cause any potential exposure to RF emissions that exceed adopted FCC emission standards for human exposure in uncontrolled areas.
  - c) The Project Implementation Report shall compare test results for each test point with applicable FCC standards. Testing shall be conducted in compliance with FCC regulations governing the measurement of RF emissions and shall be conducted during normal business hours on a

non-holiday weekday with the subject equipment measured while operating at maximum power.

- d) Testing, Monitoring, and Preparation. The Project Implementation Report shall be prepared by a certified professional engineer or other technical expert approved by the Department. At the sole option of the Department, the Department (or its agents) may monitor the performance of testing required for preparation of the Project Implementation Report. The cost of such monitoring shall be borne by the Project Sponsor pursuant to the condition related to the payment of the City's reasonable costs.
  - e) Notification and Testing. The Project Implementation Report shall set forth the testing and measurements undertaken pursuant to Conditions 2 and 9.
  - f) Approval. The Zoning Administrator shall request that the Certification of Final Completion for operation of the facility not be issued by the Department of Building Inspection until such time that the Project Implementation Report is approved by the Department for compliance with these conditions.
4. Notification prior to Project Implementation Report. The Project Sponsor shall undertake to inform and perform appropriate tests for residents of any dwelling units located within 25 feet of the transmitting antennae at the time of testing for the Project Implementation Report.
- a) At least twenty calendar days prior to conducting the testing required for preparation of the Project Implementation Report, the Project Sponsor shall mail notice to the Department, as well as to the resident of any legal dwelling unit within 25 feet of a transmitting antenna, of the date on which testing will be conducted. The Applicant will submit a written affidavit attesting to this mail notice along with the mailing list.
  - b) When requested in advance by a resident notified of testing pursuant to subsection (a), the Project Sponsor shall conduct testing of total power density of RF emissions within the residence of that resident on the date on which the testing is conducted for the Project Implementation Report.
5. Community Liaison. Within 10 days of the effective date of this authorization, the Project Sponsor shall appoint a community liaison officer to resolve issues of concern to neighbors and residents relating to the construction and operation of the facilities. Upon appointment, the Project Sponsor shall report in writing the name, address and telephone number of this officer to the Zoning Administrator. The Community Liaison Officer shall

report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

6. Installation. Within 10 days of the installation and operation of the facilities, the Project Sponsor shall confirm in writing to the Zoning Administrator that the facilities are being maintained and operated in compliance with applicable Building, Electrical and other Code requirements, as well as applicable FCC emissions standards.
7. Screening.
  - a) To the extent necessary to ensure compliance with adopted FCC regulations regarding human exposure to RF emissions, and upon the recommendation of the Zoning Administrator, the Project Sponsor shall:
    - i) Modify the placement of the facilities;
    - ii) Install fencing, barriers or other appropriate structures or devices to restrict access to the facilities;
    - iii) Install multi-lingual signage, including the RF radiation hazard warning symbol identified in ANSI C95.2-1982, to notify persons that the facility could cause exposure to RF emissions; or
    - iv) Implement any other practice reasonably necessary to ensure that the facility is operated in compliance with adopted FCC RF emission standards.
  - b) To the extent necessary to minimize visual obtrusion and clutter, installations shall conform to the following standards:
    - i) Antennas and back-up equipment shall be painted, fenced, landscaped or otherwise treated architecturally so as to minimize visual impacts;
    - ii) Rooftop installations shall be setback such that back-up facilities are not viewed from the street;
    - iii) Antennae attached to building facades shall be so placed, screened or otherwise treated to minimize any negative visual impact; and
    - iv) Although co-location of various companies' facilities may be desirable, a maximum number of antennas and back-up facilities on the Project Site



shall be established, on a case-by-case basis, such that "antennae farms" or similar visual intrusions for the site and area is not created.

8. Removal upon abandonment. The Project Sponsor or property owner shall remove any antennas or equipment that has been out of service for a continuous period of six months or otherwise abandoned.
9. Periodic Safety Monitoring. The Project Sponsor shall submit to the Zoning Administrator 10 days after installation of the facilities, and every two years thereafter, a certification attested to by a licensed engineer expert in the field of EMR/RF emissions, that the facilities are and have been operated within the then current applicable FCC standards for RF/EMF emissions.
10. Emissions Conditions. It is a continuing condition of this authorization that the facilities be operated in such a manner so as not to contribute to ambient RF/EMF emissions in excess of then current FCC adopted RF/EMF emission standards; violation of this condition shall be grounds for revocation.
11. Noise and Heat. The WTS facility, including power source and cooling facility, shall be operated at all times within the limits of the San Francisco Noise Ordinance. The WTS facility, including power source and any heating/cooling facility, shall not be operated so as to cause the generation of heat that adversely affects a building occupant.
12. Implementation and Monitoring Costs.
  - a) The Project Sponsor, on an equitable basis with other WTS providers, shall pay the cost of preparing and adopting appropriate General Plan policies related to the placement of WTS facilities. Should future legislation be enacted to provide for cost recovery for planning, the Project Sponsor shall be bound by such legislation.
  - b) The Project Sponsor or its successors shall be responsible for the payment of all reasonable costs associated with the monitoring of the conditions of approval contained in this authorization, including costs incurred by this Department, the Department of Public Health, the Department of Electricity and Telecommunications, Office of the City Attorney, or any other appropriate City Department or agency pursuant to Planning Code Section 351(f)(2). The Planning Department shall collect such costs on behalf of the City.
  - c) The Project Sponsor shall be responsible for the payment of all fees associated with the installation of the subject facility which are assessed by the City pursuant to all applicable law.

13. All Conditions Basis for Revocation. The Project Sponsor or its successors shall comply fully with all conditions specified in this authorization. Failure to comply with any condition shall constitute grounds for revocation under the provisions of Planning Code sections 174, 176 and 803(d). The Zoning Administrator shall schedule a public hearing before the Planning Commission to receive testimony and other evidence to demonstrate a finding of a violation of a condition of the authorization of the use of the facility and, finding that violation, the Commission shall revoke the Conditional Use authorization. Such revocation by the Planning Commission is appealable to the Board of Supervisors.  
  
In the event that the project implementation report includes a finding that RF emissions for the site exceed FCC Standards in any uncontrolled location, the Zoning Administrator may require the Applicant to immediately cease and desist operation of the facility until such time that the violation is corrected to the satisfaction of the Zoning Administrator.
14. Complaints and Proceedings. Should any party complain to the Project Sponsor about the installation or operation of the facilities, which complaints are not resolved by the Project Sponsor, the Project Sponsor (or its appointed agent) shall advise the Zoning Administrator of the complaint and the failure to satisfactorily resolve such complaint. If the Zoning Administrator thereafter finds a violation of any provision of the City Planning Code and/or any condition of approval herein, the Zoning Administrator shall attempt to resolve such violation on an expedited basis with the Project Sponsor. If such efforts fail, the Zoning Administrator shall refer such complaints to the Commission for consideration at the next regularly scheduled public meeting.
15. Severability. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other of the remaining provisions, clauses, sentences, or sections of these conditions. It is hereby declared to be the intent of the Commission that these conditions of approval would have been adopted had such invalid sentence, clause, or section or part thereof not been included herein.
16. Transfer of Operation. Any carrier/provider authorized by the Zoning Administrator or by the Planning Commission to operate a specific WTS installation may assign the operation of the facility to another carrier licensed by the FCC for that radio frequency provided that such transfer is made known to the Zoning Administrator in advance of such operation, and all conditions of approval for the subject installation are carried out by the new carrier/provider.
17. Compatibility with City Emergency Services. The facility shall not be operated, nor caused to transmit on or adjacent to any radio frequencies licensed to the City for emergency telecommunication services such that the City's emergency telecommunications system

experiences interference, unless prior approval for such has been granted in writing by the City.

18. Notice of Recordation. The Applicant shall assure the execution and recordation of the specified conditions as a Notice of Special Restrictions at the City and County of San Francisco's Office of the Recorder.
19. Maintenance Vehicles. The property owner shall make available any parking required for maintenance vehicles servicing the cellular facility approved herein. Vehicles required on site for the service or maintenance of the facility shall not be parked in a way so as to block ingress/egress for any nearby property, or in any handicapped or otherwise prohibited space.

# Building Code Violations Search

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# Rincon Hill Zoning District

(4) **Lighting.** Pedestrian-scaled lighting shall be provided as an integral element of all building facades and shall be designed and located to accentuate the uses facing the street. Pedestrian-scaled lighting shall be incorporated into all facades and landscaped setback areas in the form of wall sconces, entry illumination and low-level lighting set into edging features. Lighting should be designed to accentuate ground floor retail and residential entries. Incandescent or color-corrected lighting sources must be used.

(5) **Off-Street Parking and Loading.** Restrictions on the design and location of off-street parking and loading and access to off-street parking and loading are necessary to reduce their negative impacts on neighborhood quality and the pedestrian environment. Unless specified otherwise in an individual DTR district, the following off-street parking and loading controls shall apply:

(A) **Required Below-Grade.** All off-street parking in DTR districts shall be built below street grade. The design of parking on sloping sites must be reviewed through the procedures of Section 309.1, according to the following standards.

(i) For sloping sites with a grade change of at least ten feet laterally along the street, no less than 50 percent of the perimeter of all floors with off-street parking shall be below the level of said sloping street; and

(ii) For sites that slope upwards from a street, no less than 50 percent of the perimeter of all floors with off-street parking shall be below the average grade of the site; and

(iii) Any above-grade parking shall be set back from the street facing facades and wrapped with active uses, as defined by Section 145.1, for a depth of no less than 25 feet at the ground floor and 15 feet on floors above.

(B) **Parking and Loading Access.**

(i) **Width of openings.** Any single development is limited to a total of two facade openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for access to off-street parking and one facade opening of no more than 15 feet wide for access to off-street loading. Shared openings for parking and loading are encouraged. The maximum permitted width of a shared parking and loading garage opening is 27 feet.

(ii) Sidewalk narrowings or porte cocheres to accommodate passenger loading and unloading are not permitted. For the purpose of this section, a "porte cochere" is defined as an off-street driveway, either covered or uncovered, for the purpose of passenger loading or unloading, situated between the ground floor facade of the building and the sidewalk. (Added by Ord. 217-05, File No. 050865, App. 8/19/2005; Ord. 94-06, File No. 050182, App. 5/19/2006; Ord. 298-08, File No. 081153, App. 12/19/2008; Ord. 310-10, File No. 101194, App. 12/16/2010)

**SEC. 825.1. RESERVED.** (Added by Ord. 217-05, File No. 050865, App. 8/19/2005; Repealed by Ord. 298-08, File No. 081153, App. 12/19/2008)

## **SEC. 827. RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT (RH-DTR).**

The Rincon Hill Downtown Residential Mixed Use District (RH-DTR), the boundaries of which are shown in Section Map No. 1 of the Zoning Map, is established for the purposes set forth below.

The RH DTR District is adjacent to the southern edge of the downtown, generally bounded by Folsom Street, the Bay Bridge, the Embarcadero, and Essex Street. High-density residential uses and supporting commercial and institutional uses are allowed and encouraged within the limits set by height, bulk, and tower spacing controls. Folsom Street is intended to develop as the neighborhood commercial heart of the Rincon Hill and Transbay neighborhoods, and pedestrian-oriented uses are required on the ground floor. Individual townhouse dwelling units with ground floor entries directly to the street are required on streets that will become primarily residential, including First, Fremont, Beale, Main, and Spear Streets.

While lot coverage is limited for all levels with residential uses that do not face onto streets or alleys, traditional rear yard open spaces are not required except in the limited instances where there is an existing pattern of them, such as smaller lots on the Guy Place block. Specific height, bulk, and setback controls establish appropriate heights for both towers and mid-rise podium development and ensure adequate spacing between towers in order to establish a neighborhood scale and ensure light and air to streets and open spaces. Setbacks are required where necessary to provide transition space for ground floor residential uses and to ensure sunlight access to streets and open spaces. Off-street parking must be located below grade.

Given the need for services and open space resulting from new development, projects will provide or contribute funding for the creation of public open space and community facilities as described in the Rincon Hill Area Plan of the General Plan. The Rincon Hill Streetscape Plan, part of the Area Plan, proposes to enhance and redesign most streets in the district to create substantial new open space amenities, improve pedestrian conditions, and improve the flow of local traffic and transit. Detailed standards for the provision of open spaces, mid-block pathways, and residential entries are provided to ensure that new buildings contribute to creating a public realm of the highest quality in Rincon Hill.

**Table 827**  
**RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE**  
**DISTRICT ZONING CONTROL TABLE**

			<b>Rincon Hill Downtown Residential Mixed Use District Zoning</b>
<b>No.</b>	<b>Zoning Category</b>	<b>§ References</b>	<b>Controls</b>
<b>Building and Siting Standards</b>			
.10	Height and Bulk	§§ 102.12, 105, 106, 250—252, 260, 270	Varies 45—550 feet. For height limits, see Zoning Map 1H and § 263.19; for bulk controls, see § 270(e).
.11	Lot Size <i>[Per Development]</i>	§§ 890.56, 121	No limit
.12	Rear Yard/Site Coverage	§ 136	100 percent lot coverage permitted; up to 80 percent for parcels that front the north side of Guy Place and for all parcels at residential levels where not all units face onto streets or alleys. § 825(b)(1) and 827(a)(4).



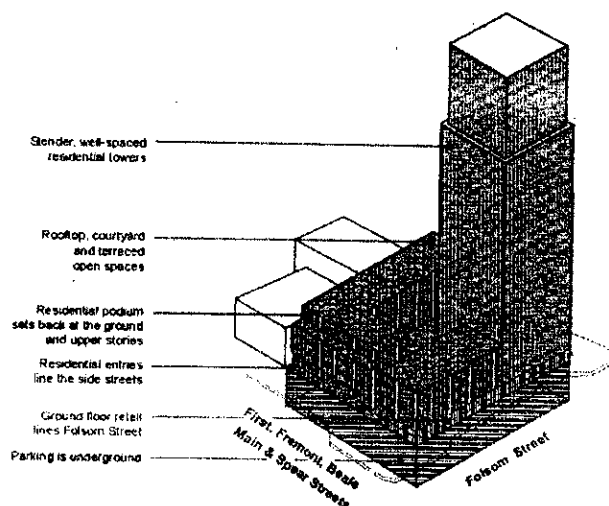
			<b>Rincon Hill Downtown Residential Mixed Use District Zoning</b>
<b>No.</b>	<b>Zoning Category</b>	<b>§ References</b>	<b>Controls</b>
.13	Setbacks	Ground Floor Residential Design Guidelines	<p>Building setback of 3 to 10 ft. for all buildings except towers on Spear, Main, Beale, Fremont, and First Streets. § 827(a)(2) and (6).</p> <p>Upper-story setback of 10 ft. required above a height of 65 feet on both sides of Spear, Main, Beale, Fremont, and First Streets. § 827(a)(5).</p> <p>Sun access plane setback of 50 degrees for all buildings 85' and lower on the south side of east-west mid-block pathways. § 827(a)(5).</p>
.14	Street-Facing Uses	§§ 145.1, 145.4, Ground Floor Residential Design Guidelines	Active uses required on all street frontages. See §§ 145.1, 825(b). Ground-level residential or commercial requirements based on location. See §§ 145.4 and 827(a)(2).
.15	Parking and Loading Access: Prohibition	§ 155(r)	Prohibited on Folsom Street from Essex Street to The Embarcadero. § 827(a)(8) and 155(r)
.16	Parking and Loading Access: Siting and Dimensions	§§ 145.14, 151.1, 155(r)	No parking permitted aboveground, except on sloping sites. Parking access limited to two openings, max. 11' wide each, loading access limited to one 15' opening. § 825(b)(7) and 827(a)(8).
.17	Awning	§ 890.21	P, § 136.2(a)
.18	Canopy	§ 890.24	P, § 136.2(b)
.19	Marquee	§ 890.58	P, § 136.2(c)
<b>Non-Residential Standards and Uses</b>			
.20	Required Residential to Non-Residential Use Ratio	§ 102.10	Non-residential uses limited to occupiable sf per 6 occupiable sf devoted to residential uses. § 825(c)(2).
.21	Use Size [Non-Residential]	§§ 890.130, 145.14	P for non-residential uses up to 25,000 sq. ft., C above. No individual ground floor tenant may occupy more than 75' of frontage for a depth of 25' from Folsom Street. §§ 145.14.

			<b>Rincon Hill Downtown Residential Mixed Use District Zoning</b>
<b>No.</b>	<b>Zoning Category</b>	<b>§ References</b>	<b>Controls</b>
.22	Open Space	§§ 135, 135.3	1 sq. ft. of publicly-accessible open space for every 50 sq. ft. of non-residential use over 10,000 sq. ft. § 135.3
.23	Off-Street Parking [Office uses]	§§ 150, 151, 151.1, 153—157, 204.5	None Required. Parking that is accessory to office space limited to 7% of GFA.
.24	Off-Street Parking [Non-Residential, other than office uses]	§§ 150, 151, 151.1, 153—157, 204.5	None Required. Parking limited as described in Section 151.1.
.25	Off-Street Freight Loading	§§ 150, 152.2, 153—155, 204.5	None Required. Loading maximums described in Section 152.2.
.26	All Non-Residential Uses Permitted, except as described below. §825(c)(1)(A)		
.27	Drive-Up Facility	§ 890.30	NP
.28	Walk-Up Facility	§ 890.140	P if recessed 3 ft. C otherwise.
.29	Hospital or Medical Center	§ 124.1, 890.44	C
.30	Other Institutions	§ 890.50	C
.31	Public Use	§ 890.80	C
.32	Movie Theater	§ 890.64	C
.33	Nighttime Entertainment	§§ 102.17, 803.5(g)	C
.34	Adult Entertainment	§ 890.36	NP
.35	Massage Establishment	§ 890.60 Article 29 Health Code	C
.36	Automobile Parking Lot, Community Commercial	§§ 890.9, 156, 160	NP
.37	Automobile Parking Garage, Community Commercial	§ 890.10, 160	C, per the criteria of Section 157.1
.38	Automotive Gas Station	§ 890.14	NP
.39	Automotive Service Station	§ 890.18, 890.19	NP

			<b>Rincon Hill Downtown Residential Mixed Use District Zoning</b>
<b>No.</b>	<b>Zoning Category</b>	<b>§ References</b>	<b>Controls</b>
.40	Automotive Repair	§ 890.15	NP
.41	Automotive Wash	§ 890.20	NP
.42	Automotive Sale or Rental	§ 890.13	C
.43	Mortuary	§ 890.62	C
.44	Hours of Operation	§ 890.48	C. 2 a.m.—6 a.m.
.45	Business Sign	§§ 602—604, 608.1, 608.2	P. § 607.2(f)
.45a	Tobacco Paraphernalia Establishments	§ 890.123	C
<b>Residential Standards and Uses</b>			
.46	Residential Use	§ 890.88	P
.47	Residential Density, Dwelling Units	§ 890.88(a)	No Limit. § 207.5(d) Unit Mix Required § 207.6
.48	Residential Density, Group Housing	§ 890.88(b)	No Limit. §§ 207.5 (d)
.49	Usable Open Space [Per Residential Unit]	§ 135, 136	75 sq. ft. per unit; up to 50% may be provided off-site if publicly accessible. § 135 and 827(a)(9).
.50	Accessory Off-Street Parking, Residential	§§ 151.1, 153—157, 159—160, 204.5	None Required. Up to one car per 2 dwelling units permitted; up to one car per dwelling unit per procedures and criteria of Sections 151.1 825(b)(7) and 827 (a)(8).
.51	Residential Conversions	§ 790.84, Ch. 41 Admin. Code	C
.52	Residential Demolition		C
.53	Fringe Financial Service	§§ 249.35, 890.113	P subject to the restrictions set forth in Section 249.35, including, but not limited to, the proximity restrictions set forth in Subsection 249.35(c)(3).

(a) **Building Standards.**

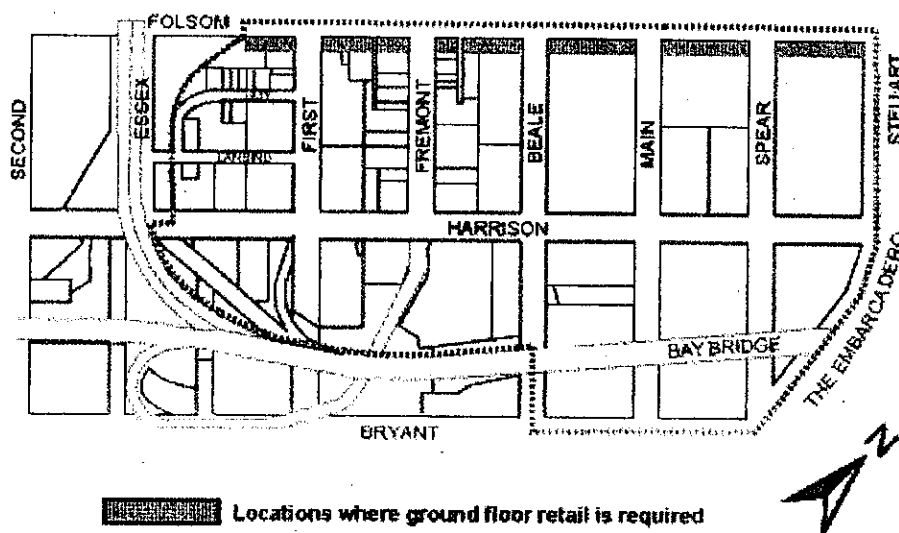
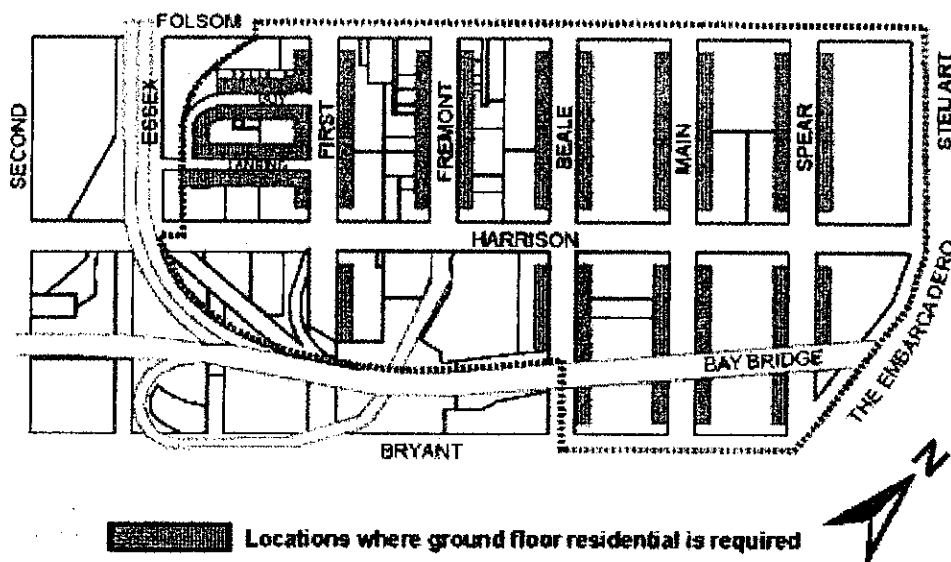
(1) **Development Concept.** The development concept is for podium development up to 85 feet in height, with slender residential towers spaced to provide ample light and air to the district. New development will contribute to the creation of a substantial amount of public open space, as well as provide private common areas, courtyards, and balconies. Streets will be improved to provide widened sidewalks with substantial public open space. Ground floor uses will be pedestrian-oriented in character, consisting primarily of retail on Folsom Street, and individual townhouse-style residential units on First, Fremont, Beale, Main, and Spear Streets, as well as on alleys and mid-block pathways. Parking will be located below grade, and building utilities (loading bays, service doors, garage doors) will be located in sidewalk vaults or on secondary frontages.



(2) **Street-Facing Use Requirements.** Pedestrian-oriented retail, residential, institutional uses, and community services are required ground floor uses on all street facing frontages, except for the minimum frontage required for fire doors, parking and loading access, and other utilities.

(A) **Required Ground Floor Retail Spaces.** For frontages facing Folsom Street, ground floor space suitable for retail use is required for no less than 75 percent of all frontages, as specified in Section 145.4.

(B) **Required Individual Ground Floor Residential Units.** For building frontages facing Fremont, First, Main, Beale and Spear Streets more than 60 feet from an intersection with Folsom, Harrison, or Bryant Streets, and for building frontages facing Guy Place and Lansing Street, individual ground floor residential units with direct pedestrian access to the sidewalk are required at intervals of no greater than 25 feet, except where residential lobbies, parking and loading access, utilities, and open space are necessary and provided pursuant to the allowances of Section 827 and other sections of this Code. Individual ground floor residential units are also encouraged along Harrison Street, Bryant Street, and alleys and mid-block pedestrian paths where appropriate.

**Figure 827(B): Frontages Where Ground Floor Retail Uses Are Required.****Figure 827(C): Frontages Where Ground Floor Residential Uses/Entries Are Required.**

(3) **Required Streetwall.** Building area below 35 feet in height is required to be built to 100 percent of all property lines facing public rights-of-way, except where setbacks are required by this Section and except where publicly accessible open space is provided according to the provisions of this Section. Recesses, insets and breaks between buildings are permitted to provide vertical articulation to the facade, provided the overall integrity of the streetwall is maintained.

(4) **Lot Coverage.** Lots fronting only on the north side of Guy Place are permitted up to 80 percent lot coverage.

(5) **Upper Story Setback.** To ensure adequate sunlight to streets, alleys, and pedestrian pathways, upper story setbacks are required as follows:

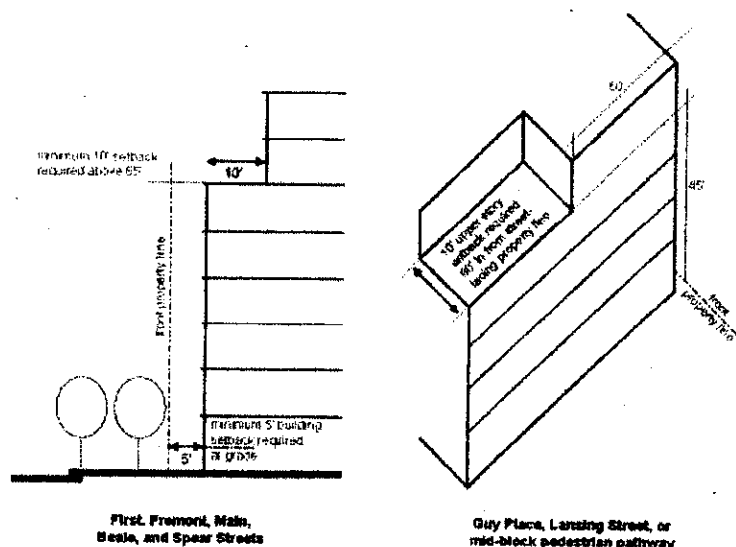
(A) All buildings are required to set back at least 10 feet above a height of 65 feet along Spear, Main, Beale, Fremont and First Streets. This requirement shall not apply to street frontage occupied by a building taller than 85 feet. This upper story setback requirement shall also not apply to the first 60 linear feet of frontage from corners at Folsom, Harrison, and Bryant Streets.

(B) Buildings greater than 60 linear feet from a major street along Guy Place, Lansing Street, and any proposed or existing private or public mid-block pedestrian pathways, are required to be set back at least 10 feet above 45 feet in height from said right-of-way.

(C) In order to increase sun access to mid-block pathways and uses along such pathways, all building frontage on the southeast side of mid-block pathways not occupied by a building taller than 85 feet must set back upper stories by 10 feet above a building height of 45 feet. For projects on the south side of a mid-block pedestrian pathway taller than 65 feet, an additional upper story setback of 10 feet is required above a building height of 65 feet.

(i) **Modifications.** For any lot on the north side of a required mid-block pedestrian pathway, a modification from the required upper story setback of 10 feet above a height of 45 feet may be granted according to the provisions of Section 309.1, provided that, in total, the building is set back by a volume equal to what would be required by meeting the standard in (C) above, and the modification would substantially improve the accessibility, design and character of the mid-block pedestrian pathway.

**Figure 827(D): Required Upper Story Setbacks**

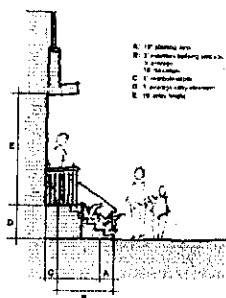


(6) **Ground Floor Residential Units.** Where ground floor residential units are required along Spear, Main, Beale, Fremont, and First Streets, the design standards of the Ground Floor Residential

Design Guidelines apply. Ground floor residential units along Guy Place and Lansing Street, within the footprint of towers taller than 105 feet, and those that are proposed in locations where they are not required, are encouraged to meet the standards in this subsection to the greatest degree possible.

(7) **Ground Floor Commercial Design.** Ground floor commercial spaces must meet the standards set in Section 145.1 and 145.4.

**Figure 827(E): Ground Floor Commercial Frontages**



(8) **Off-Street Parking and Loading.**

(A) **Parking and Loading Access.**

(i) **Width of openings.** The maximum permitted width of all combined parking and loading openings on Guy Place and Lansing Street for any single project is 20 feet.

(ii) **Folsom Street.** Access to off-street parking is not permitted on Folsom Street for lots with frontage on another street. For lots fronting solely on Folsom Street, access to parking on a Folsom Street frontage is permitted only through the processes established by Section 309.1 by demonstrating that every effort has been made to minimize negative impact on the pedestrian quality of the street. Loading may not be accessed from Folsom Street.

(9) **Open Space.**

(i) In addition to the standards of Section 135, open space intended to fulfill the requirements of off-site or publicly-accessible open space may include streetscape improvements with landscaping and pedestrian amenities on Guy Place and Lansing Street, beyond basic street tree planting or street lighting as otherwise required by this Code, in accordance with the Streetscape Plan of the Rincon Hill Area Plan.

(10) **Mid-Block Pedestrian Pathways.** For developments on Assessor's Blocks 3744—3748, the Commission may require, pursuant to Sec-

tion 309.1, the applicant to provide a mid-block pedestrian pathway for the entire depth of their property where called for by the Rincon Hill Area Plan of the General Plan. This pathway shall be designed in accordance with the standards of this Section.

(i) **Design.** The design of the pathway shall meet the following minimum requirements:

(AA) Have a minimum width of 20 feet from building face to building face;

(BB) Have a minimum clear walking width of 10 feet free of any obstructions.

(CC) Be open to the sky and free from all encroachments for that entire width, except for those permitted in front setbacks by Section 136 of this Code;

(DD) Provide such ingress and egress as will make the area easily accessible to the general public;

(EE) Be protected from uncomfortable wind, as called for elsewhere in this Code;

(FF) Be publicly accessible, as defined elsewhere in this Section;

(GG) Be provided with special paving, furniture, landscaping, and other amenities that facilitate pedestrian use;

(HH) Be provided with ample pedestrian lighting to ensure pedestrian comfort and safety;

(II) Be free of any changes in grade or steps not required by the natural topography of the underlying hill; and

(JJ) Be fronted by active ground floor uses, such as individual townhouse residential units, to the greatest extent possible.

(ii) Prior to issuance of a permit of occupancy, informational signage directing the general public to the pathway shall be placed in a publicly conspicuous outdoor location at street level stating its location, the right of the public to use the space and the hours of use, and the name and address of the owner or owner's agent responsible for maintenance.

(iii) The owner of the property on which the pathway is located shall maintain it by keeping the area clean and free of litter and keeping in a functional and healthy state any street furniture, lighting and/or plant material that is provided.

(iv) Notwithstanding the provisions of this subsection, an applicant shall obtain all required permits for changes to the legislated sidewalk and street improvements and pay all required fees.

(v) The property owner or owners must hold harmless the City and County of San Francisco, its officers, agents, and employees, from any damage or injury caused by reason of the design, construction or maintenance of the improvements, and shall require the owner or owners or subsequent owner or owners of the respective property to be solely liable for any damage or loss occasioned by any act. (Added by Ord. 217-05, File No. 050865, App. 8/19/2005; Ord. 269-07, File No. 070671, App. 11/26/2007; Ord. 244-08, File No. 080567, App. 10/30/2008; Ord. 298-08, File No. 081153, App. 12/19/2008; Ord. 310-10, File No. 101194, App. 12/16/2010)

#### **SEC. 829. SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT (SB-DTR).**

The South Beach Downtown Residential Mixed Use District (SB-DTR), the boundaries of which are shown in Section Map No. 1 of the Zoning Map, is established for the purposes set forth below.

The SB-DTR District is adjacent to the southern edge of the downtown, generally bounded by the Bay Bridge, Bryant Street, the Embarcadero, and 2nd Street, and is primarily comprised of the former South Beach Redevelopment Area. High-density residential uses and supporting commercial and

#### **SEC. 828. TRANSBAY DOWNTOWN RESIDENTIAL DISTRICT (TB-DTR).**

The Transbay Downtown Residential District, which is wholly within the Transbay Redevelopment Project Area, comprises mostly publicly owned parcels containing infrastructure or underutilized land related to the Transbay Terminal and former Embarcadero Freeway. This district generally extends along the north side of Folsom Street from Spear to Essex Streets, and between Main and Beale Streets to the north side of Howard Street. Laid out in the Transbay Redevelopment Plan and its companion documents, including the Design for the Development and the Development Controls and Design Guidelines for the Transbay Redevelopment Project, is the comprehensive vision for this underutilized area as a high-density, predominantly residential, district within walking distance of the downtown core, transit facilities, and the waterfront. The plan for the district includes: a mix of widely-spaced high-rises, mixed with a street-defining base of low- and mid-rise buildings with ground floor townhouses; a public open space on part of the block bounded by Folsom, Beale, Howard, and Main Streets; ground-floor retail along Folsom Street; and several new alleyways to break up the size of the blocks.

(a) **Basic Controls.** Development controls for this district are established in the Transbay Redevelopment Plan as approved by the Planning Commission on December 9, 2004, and January 13, 2005, specifically the Development Controls and Design Guidelines for the Transbay Redevelopment Project. On matters to which these Redevelopment documents are silent, controls in this Code pertaining to the C-3-O District shall apply. (Added by Ord. 94-06, File No. 050182, App. 5/19/2006)



# Rincon Hill General Plan



# RINCON HILL

AN AREA PLAN OF THE GENERAL PLAN OF  
THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PLANNING DEPARTMENT

**NOTE:** The format of this document will be modified to conform to  
the standardized format of the General Plan.

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# RINCON HILL

## INTRODUCTION

This is a plan for the emergence of a new mixed-use neighborhood on Rincon Hill, a twelve-block area close to downtown. Rincon Hill is south of the Financial District and Transbay District, and north of the South Beach neighborhood. It is bounded generally by Folsom Street, the Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach and Essex Street.

The area is defined by the hill itself, which crests near First and Harrison Streets; the Bay Bridge, near the southern edge of the district between Harrison and Bryant Streets; and the waterfront, which curves around the base of the hill. This area is highly visible because it forms a gateway to the city as seen from the Bay Bridge and is prominently located adjacent to downtown and the waterfront. The district currently houses many parking lots, older industrial lots, as well as a few recently built residential buildings.

The Rincon Hill Plan aims to transform Rincon Hill into a mixed-use downtown neighborhood with a significant housing presence, while providing the full range of services and amenities that support urban living. This plan will set the stage for Rincon Hill to become home to as many as 10,000 new residents.

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a mixed-use downtown neighborhood with a significant housing presence, while providing the full range of services and amenities that support urban living. This plan will set the stage for Rincon Hill to become home to as many as 10,000 new residents.

The need for new housing in San Francisco is great. Rincon Hill is a high-priority housing site for the following reasons:

1. The area contains a number of large vacant or underutilized parcels that could accommodate a large number of housing units in mid-rise and high-rise development. Few locations in the city represent such a major opportunity.

2. The land is presently underused. Thus, introduction of major new housing development will not cause many disruptive dislocations or harm the physical quality of an existing neighborhood.

3. Rincon Hill is a five-minute walk from the financial district. It has easy access to public transit, has benefited from the Rincon Point-South Beach redevelopment project on the southeastern waterfront, particularly the construction of the Waterfront Promenade along the Embarcadero, and will benefit

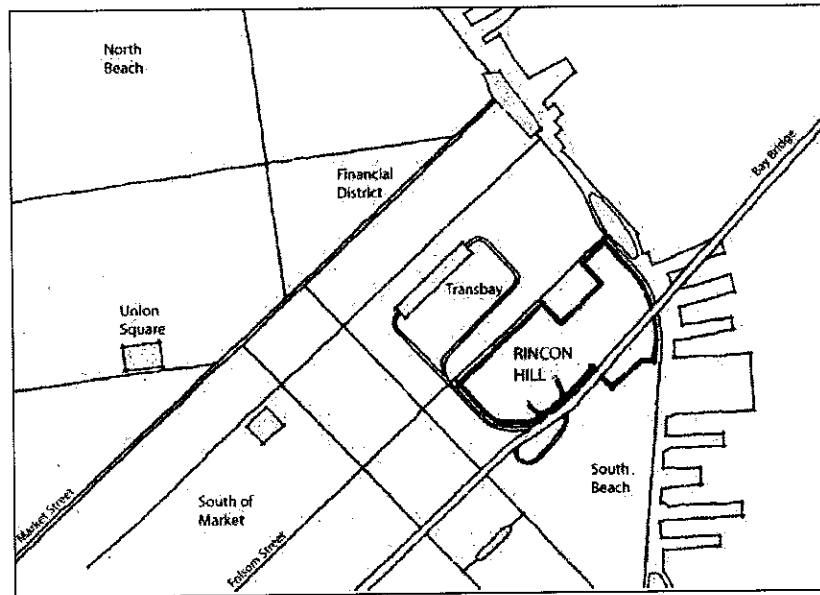


Figure 1: Vicinity Map

from the Transbay redevelopment project to the north of Folsom Street.

4. With the removal of the Embarcadero Freeway and the proposal for a new Transbay Terminal, there is an opportunity to plan comprehensively for the Transbay district and Rincon Hill together as one neighborhood centered on Folsom Street.

Before such new development can occur, however, several distinctly negative features of Rincon Hill must be addressed. The Rincon Hill Area Plan sets forth a process by which presently underused industrial land now devoid of the intimate qualities of neighborhood life can be transformed into a desirable new place to live in San Francisco.

The existing industrial character of Rincon Hill is reinforced by the geometry of its street grid. Rincon Hill has very wide streets and long, uninterrupted blocks, in contrast to the complex, fine-grained pattern of streets in older downtown neighborhoods such as North Beach and Russian Hill. Rincon Hill's streets are unsafe and unpleasant for pedestrians—sidewalks are narrow, intersection crossings dangerous, and few active uses line the sidewalk edge. Creation of a more residentially scaled street pattern on Rincon Hill is a major goal of this plan.

Rincon Hill is also lacking in open space, community facilities and neighborhood commercial uses that allow people to walk to take care of their daily recreation,

shopping and other needs. This plan calls for creating these elements as part of a comprehensive neighborhood plan.

Finally, recent development has done little to enhance the neighborhood environment. In recent years, Rincon Hill has seen the construction of bulky, closely-spaced residential towers, which block public views, crowd streets, and contribute to a flat, unappealing skyline. These developments have also contributed little to the pedestrian environment, with multiple levels of above-ground parking, and garage entries and featureless walls facing the street. This plan sets clear development standards and design guidelines that will result in buildings that positively contribute to the neighborhood and the cityscape.

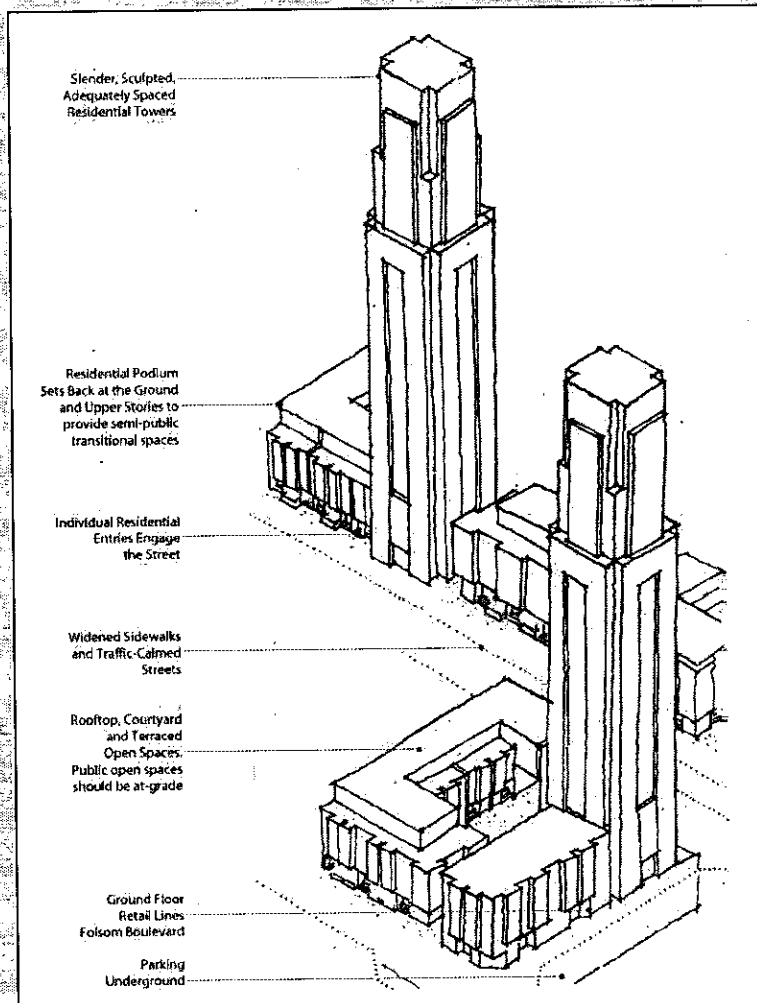
The Rincon Hill Plan incorporates a strategy through which public policy can induce private capital to transform an unattractive and underused environment into an attractive, mixed-use residential neighborhood. This is a plan to be acted upon by the infusion of private capital. Public investments that have been added in the form of adjacent residential and waterfront amenities as part of the South Beach-Rincon Point redevelopment project and the remaking of the Embarcadero as a grand boulevard and recreational promenade provide an added stimulus for private development. It is expected that private development will provide the capital funding for the neighborhood improvements called for as part of this plan, through a variety of funding mechanisms, independent of direct public funding sources.

### *Vision for a New Neighborhood in Rincon Hill*

The new Rincon Hill neighborhood is envisioned with buildings from 45 to 85 feet in height, punctuated by slender high-rise residential towers, spaced to allow light and air to streets and maintain an airy feeling to the skyline. A variety of open spaces, ranging from public parks, plazas and pedestrian pathways to private roofdecks, terraces and porches, will be ample and interspersed throughout the district. Building service functions, loading, and parking will be set away from the street or underground.

Neighborhood-serving retail will be concentrated along Folsom Street as the heart of the Rincon Hill

and Transbay neighborhoods, and the district's north/south streets will be lined with individual townhouse units with front stoops and landscaped setbacks. Main, Beale and Spear Streets, extending all the way through Rincon Hill and Transbay, will be improved as "living streets," with reduced traffic lanes and significantly widened sidewalks featuring usable open spaces and areas for both passive and active recreation. The open space network will feature a new large open space at the corner of Harrison and Fremont Streets, and community recreation uses included as part of a rehabilitated Sailor's Union of the Pacific building.



**Figure 2: Development Concept for Rincon Hill**

## RINCON HILL: PAST AND PRESENT

### History

European settlement of San Francisco first occurred in 1769. By the mid 1830s, areas of habitation included the Presidio, Mission and the pueblo of Yerba Buena at Yerba Buena Cove. The first expansion of San Francisco southward into Rincon Hill did not take place until the American Occupation in 1846. A further impetus was the Gold Rush in 1849. Prior to 1846, hunting and picnicking were the main activities on the hill. With the advent of the American Occupation, however, Rincon Hill became the location of a government military reserve with a battery of 32 lb. cannons.

The influx of gold seekers of 1849 brought forth the development of much of Rincon Hill and the surrounding waterfront. During the mid 1800s Rincon Hill roughly included the area between present day Third, Spear, Folsom and Bryant Streets. The shoreline before 1850 is estimated to have been 300 feet to the east of Rincon Hill. Construction in the area occurred concurrently with the filling of the tide shores beginning in the 1850s and continuing for 30 years.

Due to its sunny climate, views and topography, during the 1850s and 1860s Rincon Hill was particularly attractive as a residential area for the merchant and professional class. Mansions, carriage houses and stables dominated Rincon Hill. Rincon Hill was considered quite fashionable. Families of sea captains and shipping merchants as well as foreign nobility lived on the hill. The area was said to have had a similar feeling and flavor as such eastern seaboard villages as Nantucket and Martha's Vineyard.

At the same time housing was being constructed, the maritime industry was also developing along the area's waterfront, resulting in the construction of wharves, commercial rows, seafarers services, retail centers and industrial development on and around the hill.

One of the buildings noted as significant of that time was the Sailor's Home, a very early landmark of the area. This building was located on the tip of old Rincon Point between Spear and Main Streets facing Harrison Street and the Bay. It was built in 1852, first serving San Francisco as the United States Marine Hospital, then as a seamen's home, and finally as a home for the poor. In the 1870s it was a place for the "indigent or sick", and

as the turn of the century passed, Captain Jack Shickell recalled, "The old Sailor's Home stood on Rincon Hill, but was run by the City and no longer for the exclusive use of seamen." The 1919 Sanborn Maps indicate that the former Sailor's Home successively became a Cooperative Employment Bureau, a woodyard, and again a home for the poor.

In 1869, to provide better access to the wharves and industries along Mission Bay, a major street reconstruction, the Second Street Cut, was undertaken by the City. This public works project literally divided Rincon Hill and created raw edges which led to the eclipse of Rincon Hill as a fashionable site for the homes of San Francisco's middle and upper classes. The final blow to Rincon Hill as a residential neighborhood, however, was not to come until the tumult of April 18, 1906.

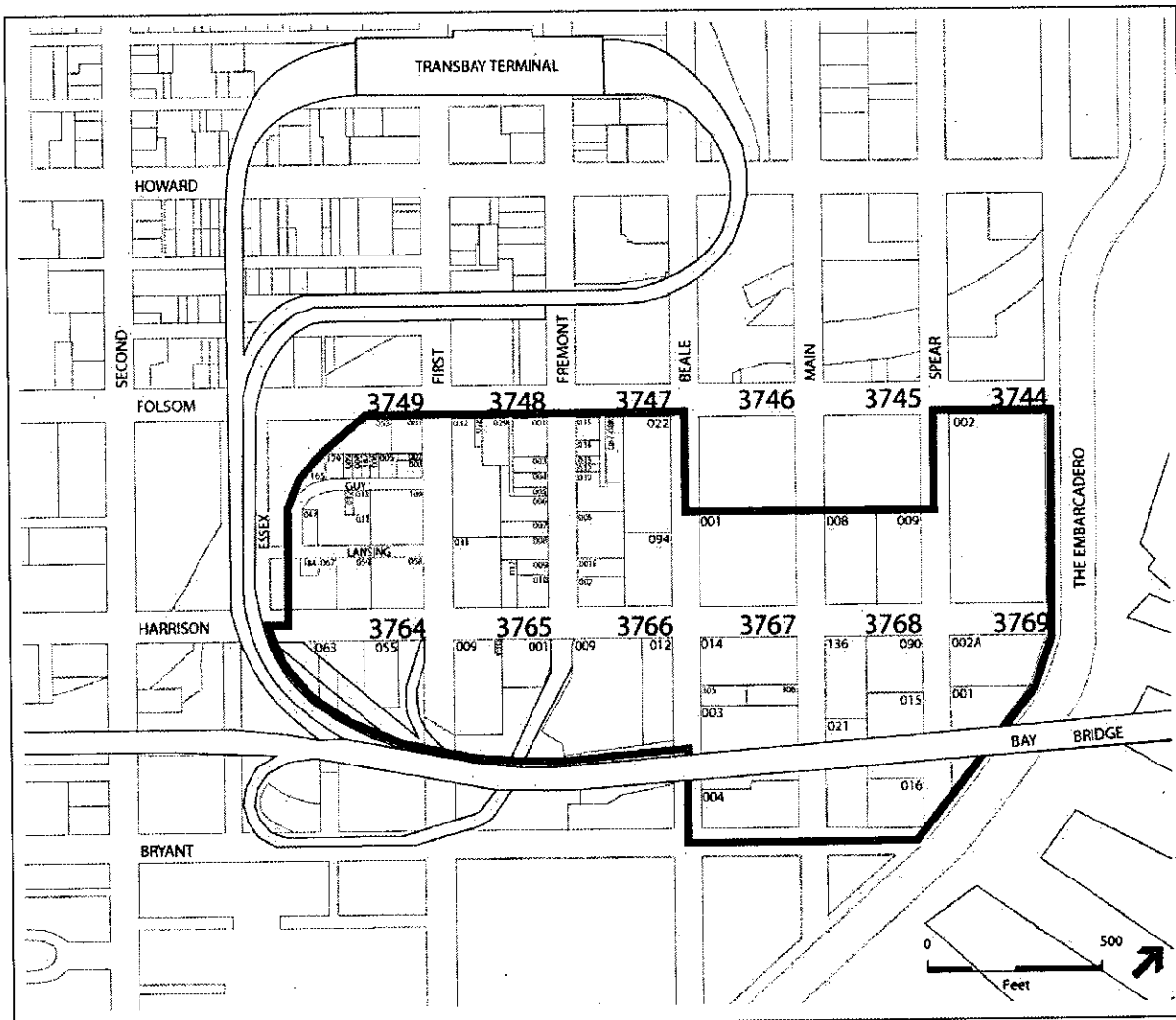
The 1906 San Francisco earthquake and fire leveled the neighborhood. As the city was reconstructed, new building methods and cable cars enabled people to live in the hills above Market Street and in other parts of the city. After 1906, Rincon Hill was slow to rebuild. The only people who made their homes in Rincon Hill immediately after the earthquake were workers and seamen. Their self-built shacks made of refuse lumber, packing boxes and sheet iron dotted the slopes of Rincon Hill. Authorities debated for years whether the rest of the hill should be leveled to provide for better access to the docks, warehouses, and industrial sites.

When the San Francisco-Oakland Bay Bridge was completed in 1936, the squatter shacks disappeared. The South of Market area (including Rincon Hill) became an important regional distributing center. Many wholesalers and warehousemen took advantage of its location, which was close to the port, the rail network and the central district of the Bay Region's largest city and next to a bridge connection with the growing East Bay area.

South of Market (including Rincon Hill) grew in importance as a distribution center until after World War II, when shipping modes went from rail to truck. Break-bulk operations became less important as cargoes were containerized. Competition from Oakland and other ports further reduced San Francisco's ship trade. As transportation-related activities left, vacancies were filled by warehouses, storage, distributors, government services and other uses not as dependent on the port.

# ASSESSOR'S BLOCK AND LOT NUMBERS

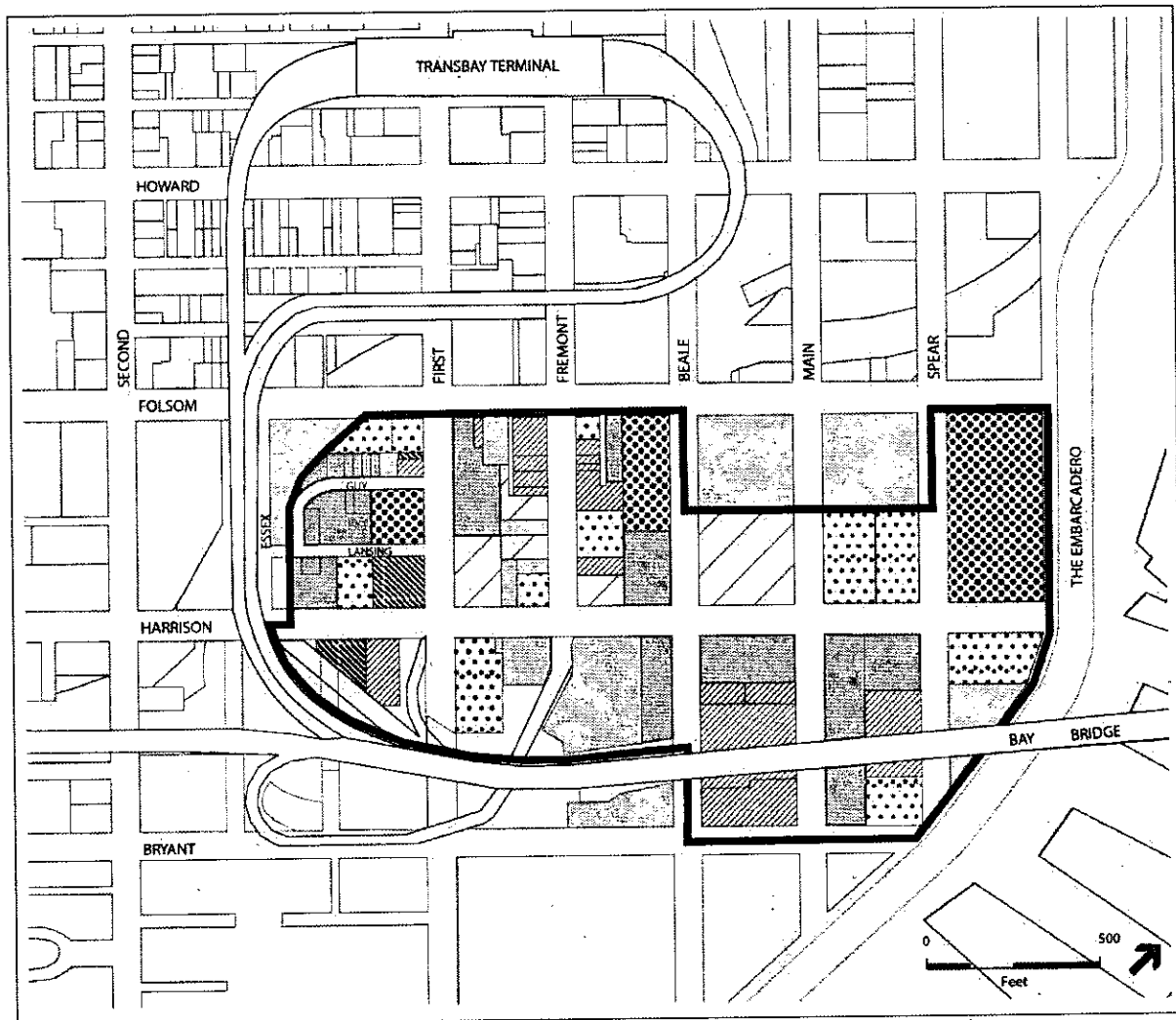
## Map 1





# EXISTING LAND USES

## Map 2



	Residential		Retail/Entertainment
	Mixed Use		Institutional
	Industrial		Vacant Parcel/Surface Parking
	Commercial		Right of Way

## Existing Land Use

Rincon Hill contains approximately 55 acres of land, including streets and other rights-of-way. The area is subdivided into over 70 parcels, which are both publicly and privately-owned.

At the time this plan is adopted, Rincon Hill, like many South of Market Districts, is undergoing major transitions. These neighborhoods need comprehensive attention and land use guidance to transform them from a largely haphazard assortment of vacant lots, warehouses, back offices, and unrelated residential developments into a real urban place: supportive of urban living and with a safe and attractive public realm of streets, open spaces and pedestrian ways. With the removal of the Embarcadero Freeway and planning for the Transbay Redevelopment Area, this plan and new controls can help to create substantial new housing and to transform the district into a full-service neighborhood.

The brick-faced Hills Brothers Coffee building and the associated residential tower dominate the lower portion of the hill. Rising westward up the hill between Folsom and Harrison are some modern residential towers, some state and federal office/warehouse facilities, a formerly federally-owned office warehouse, and a few surface parking lots.

As the hill crests, there are several buildings operated exclusively for seamen, a living remnant of the hill's history. These include two unions, a union hiring hall, and a residence and dining hall that once provided temporary shelter for seamen and is now a homeless shelter. Interspersed are light manufacturing, parking, and office uses. A number of residential tower developments have been recently constructed in the district. Between First and Essex Streets the area is divided by two smaller streets, Guy Place and Lansing Street. This area contains residences of a more traditional San Francisco neighborhood style and scale.

The blocks to the south of Harrison Street, nesting under the Bay Bridge, contain a mixture of new residential development, parking, light industrial uses, and vacant lots, including many state-owned lots.

## OBJECTIVES AND POLICIES FOR NEW DEVELOPMENT AND CONSERVATION

The following objectives and policies apply to all future development and public improvements in Rincon Hill.

### 1. LAND USE

#### OBJECTIVE 1.1

**ENCOURAGE THE DEVELOPMENT OF A UNIQUE DYNAMIC, MIXED-USE RESIDENTIAL NEIGHBORHOOD CLOSE TO DOWNTOWN, WHICH WILL CONTRIBUTE SIGNIFICANTLY TO THE CITY'S HOUSING SUPPLY.**

#### OBJECTIVE 1.2

**MAXIMIZE HOUSING IN RINCON HILL TO CAPITALIZE ON RINCON HILL'S CENTRAL LOCATION ADJACENT TO DOWNTOWN EMPLOYMENT AND TRANSIT SERVICE, WHILE STILL RETAINING THE DISTRICT'S LIVABILITY.**

#### OBJECTIVE 1.3

**CREATE SPACE FOR ADDITIONAL USES TO PROVIDE NEEDED SERVICES FOR THE RESIDENT POPULATION BY TRANSFORMING FOLSOM STREET INTO A WALKABLE NEIGHBORHOOD CENTER TO SERVE THE RINCON HILL AND TRANSBAY NEIGHBORHOODS.**

#### OBJECTIVE 1.4

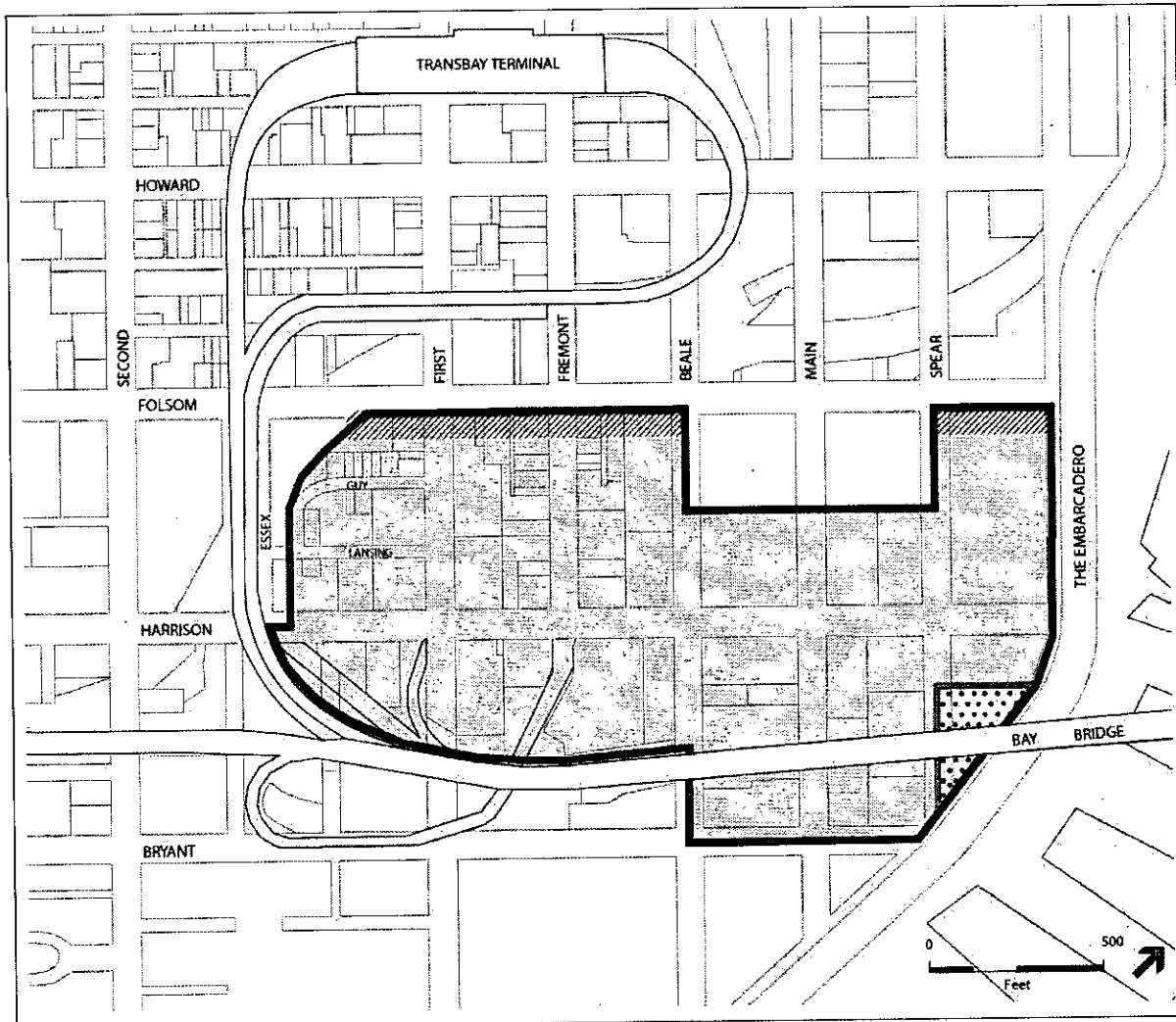
**ALLOW EXISTING INDUSTRIAL, SERVICE AND OFFICE USES TO REMAIN BUT REQUIRE ANY MAJOR REDEVELOPMENT TO INCORPORATE HOUSING.**




#### OBJECTIVE 1.5

**ADD LIFE AND ACTIVITY TO THE DISTRICT'S PUBLIC SPACES BY PROVIDING ACTIVE USES ON STREET-FACING GROUND FLOORS.**

# LAND USE PLAN

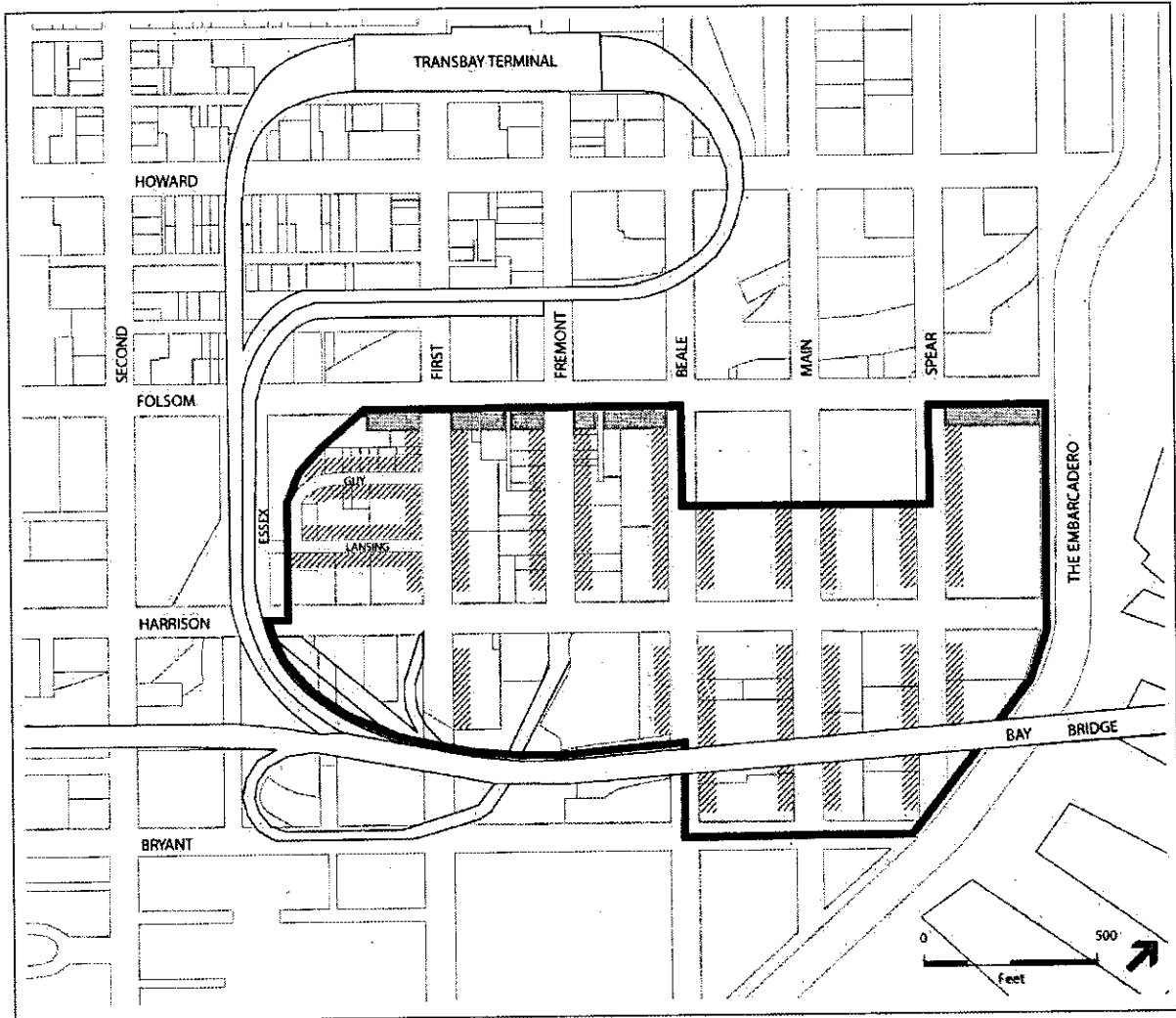
## Map 3



-  Residential Mixed Use
-  Ground-Floor Commercial
-  Port Lands

# REQUIRED GROUND-FLOOR USES

## Map 4



Required ground-floor retail



Required street-facing ground-floor residential units

## Policies

### *Residential*

Rincon Hill will become a primarily residential neighborhood. The basic vision for development in Rincon Hill is of mid-rise podium buildings of 45 to 85 feet in height with ground-level townhouses opening directly onto the street, punctuated by slender residential towers. This development form would create a range of unit types to serve all family sizes and incomes. A limited amount of office use would also be permitted. In order to encourage the maximum amount of housing to contribute to the city's housing supply, while still creating a livable neighborhood, the following policies apply:

**Policy 1.1:** Allow housing as a principal permitted use throughout the district.

**Policy 1.2:** Require six net square feet of housing for every one net square foot of non-residential use, and permit only residential uses above 85 feet in height.

**Policy 1.3:** Eliminate the residential density limit to encourage the maximum amount of housing possible within the allowable building envelope.

**Policy 1.4:** Require parking to be located primarily underground so that the allowable above-ground building envelope can be used for housing.

**Policy 1.5:** Require street-facing residential units on the ground floor on Spear, Main, Beale, Fremont, First, Guy Place, and Lansing Streets, and encourage them on Harrison and Bryant Streets.

**Policy 1.6:** Retain a zoning designation that allows for multiple uses for parcel 3769/001, owned by the Port of San Francisco.

It is not possible presently to develop housing on Port lands because of a restriction established as part of the State Public Trust that governs the use of Port lands.

### **Neighborhood Commercial**

Folsom Street will become the neighborhood commercial heart for the Rincon Hill and Transbay neighborhoods. Folsom Street is envisioned to be a grand civic boulevard, with a consistent 45 to 85-foot streetwall, and ground-floor neighborhood retail along its length on both sides of the street.

**Policy 1.7:** Require ground-floor retail use along Folsom Street for no less than 75 percent of all frontages.

## 2. HOUSING

### OBJECTIVE 2.1

**PROVIDE QUALITY HOUSING IN A PLEASANT ENVIRONMENT THAT HAS ADEQUATE ACCESS TO LIGHT, AIR, OPEN SPACE AND NEIGHBORHOOD AMENITIES, AND THAT IS BUFFERED FROM EXCESSIVE NOISE.**

### OBJECTIVE 2.2

**ENCOURAGE NEW HOUSING PRODUCTION THAT MEETS A VARIETY OF HOUSING NEEDS, ESPECIALLY AFFORDABLE HOUSING.**

### OBJECTIVE 2.3

**ENCOURAGE NEW HOUSING PRODUCTION OF AN ADEQUATE SIZE AND CONFIGURATION TO SERVE FAMILIES.**

### OBJECTIVE 2.4

**PRESERVE EXISTING HOUSING UNITS ON GUY PLACE AND LANSING STREET.**

## Policies

This plan seeks to maximize the amount of housing that can be built in the district, to help relieve the city's chronic housing shortage and to capitalize on Rincon Hill's central location with regards to employment centers and transit service.

The desire to maximize housing must be balanced with the desire to create a livable neighborhood. Creation of the amenities of a pleasant housing environment should be the central feature of new development in the area. The open space and streetscape improvements and the various controls on building form and design proposed as a part of this plan are necessary to provide neighborhood scale and character appropriate for a residential district.

One existing environmental characteristic — noise — requires special attention. Portions of Rincon Hill are quite noisy. Sound levels near the bridge and freeways exceed State and City land use compatibility standards



Inclusionary Housing Boundary

Map 5

for housing. These regulatory standards are based on average noise exposure in a 24-hour period. In such a setting, occasional noises such as trucks ascending on-ramps at night, become even more irritating and can become a public health hazard.

To address the problem of high noise levels, noise reduction measures for individual buildings should be established and evaluated through the environmental evaluation process, and mitigated through appropriate building technologies.

#### ***Housing Affordability***

Because Rincon Hill has little existing and older housing stock, there is little to no affordable housing currently within the district. In order to create a mixed-income district in the manner of traditional San Francisco neighborhoods, the following policies regarding housing affordability apply:

**Policy 2.1:** Require all new developments of 10 or more units in the Rincon Hill district to meet the City's affordable housing requirement of at least 12 percent on-site or 17 percent off-site, regardless of whether a Conditional Use permit is required.

**Policy 2.2:** Require that inclusionary housing be built within the South of Market district, in areas designated

for the encouragement of new housing. See Map 5.

**Policy 2.3:** Develop publicly owned lands with 100 percent affordable housing.

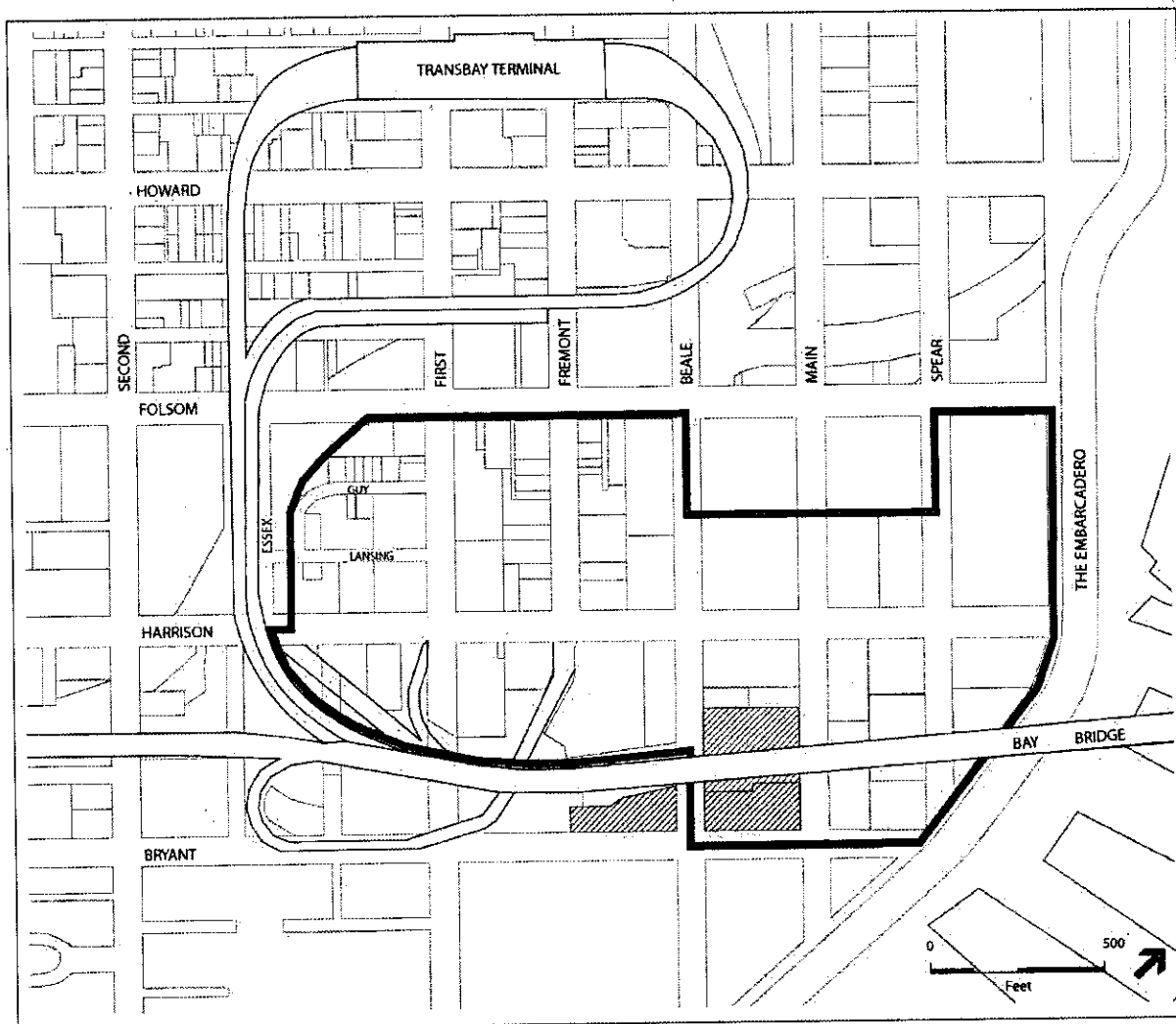
Several parcels in the district are owned by public agencies. In the event that these agencies deem them excess to their needs or otherwise choose to dispose of them, the City should partner with non-profit housing developers in acquiring these sites and providing new residential development that is 100 percent affordable, per the Mayor's Office of Housing and Affordable Housing Guidelines. See Map 6.

This plan's development model will lead to a substantial number of units located in podiums and in street-fronting townhomes. These podium and townhome units afford greater access to both private and public open spaces and to the life of the street, making them appropriate for families with children. As they are cheaper to construct than tower units, they can also be more affordable. Affordable and family units must also be integrated into towers with market-rate units.

**Policy 2.4:** Require 40 percent of all units in new development to be two or more bedroom units.

**Policy 2.5:** Establish a target that 10 percent of all units in new development be three or more bedroom units.

## PUBLICLY-OWNED PARCELS FOR AFFORDABLE HOUSING Map 6



Publicly-owned parcels that could be redeveloped as 100% affordable housing, should the agencies that own the parcels deem them excess to their needs or otherwise choose to dispose of them

### *Guy Place and Lansing Street*

Guy Place and Lansing Street contain a number of housing units in the more traditional San Francisco walk-up style. These units should be retained for their special character and potential for greater affordability. These two streets contain examples of the residential character that the plan seeks to enhance and extend in the townhome portions of new development.



Guy/Lansing Neighborhood

## 3. URBAN DESIGN

### OBJECTIVE 3.1

ACHIEVE AN AESTHETICALLY PLEASING RESIDENTIAL COMMUNITY.

### OBJECTIVE 3.2

DEVELOP A DISTINCTIVE SKYLINE FORM FOR RINCON HILL THAT COMPLIMENTS THE LARGER FORM OF DOWNTOWN, THE NATURAL LANDFORM, AND THE WATERFRONT AND THE BAY, AND RESPONDS TO EXISTING POLICIES IN THE URBAN DESIGN ELEMENT.

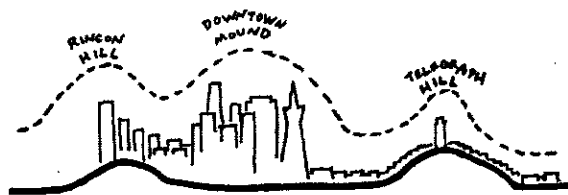


Figure 3: Rincon Hill on the San Francisco Skyline

### OBJECTIVE 3.3

RESPECT THE NATURAL TOPOGRAPHY OF THE HILL AND FOLLOW THE POLICIES ALREADY ESTABLISHED IN THE URBAN DESIGN ELEMENT THAT RESTRICT HEIGHT NEAR THE WATER AND ALLOW INCREASED HEIGHT ON THE TOP OF HILLS.

### OBJECTIVE 3.4

PRESERVE VIEWS OF THE BAY AND THE BAY BRIDGE FROM WITHIN THE DISTRICT AND THROUGH THE DISTRICT FROM DISTANT LOCATIONS, WHICH ARE AMONG THE MOST IMPRESSIVE IN THE REGION.

### OBJECTIVE 3.5

MAINTAIN VIEW CORRIDORS THROUGH THE AREA BY MEANS OF HEIGHT AND BULK CONTROLS THAT INSURE CAREFULLY SPACED SLENDER TOWERS RATHER THAN BULKY, MASSIVE BUILDINGS.

### OBJECTIVE 3.6

ENSURE ADEQUATE LIGHT AND AIR TO THE DISTRICT AND MINIMIZE WIND AND SHADOW ON PUBLIC STREETS AND OPEN SPACES.

### OBJECTIVE 3.7

REDUCE THE PRESENT INDUSTRIAL SCALE OF THE STREETS BY CREATING A CIRCULATION NETWORK THROUGH THE INTERIOR BLOCKS, CREATING A STREET SCALE COMPARABLE TO THOSE IN EXISTING RESIDENTIAL AREAS ELSEWHERE IN THE CITY.

### OBJECTIVE 3.8

ENCOURAGE A HUMAN SCALE STREETScape WITH ACTIVITIES AND DESIGN FEATURES AT PEDESTRIAN EYE LEVEL, AND AN ENGAGING PHYSICAL TRANSITION BETWEEN PRIVATE DEVELOPMENT AND THE PUBLIC REALM.

### OBJECTIVE 3.9

MINIMIZE THE VISUAL IMPACTS OF RESIDENTIAL PARKING, LOADING, UTILITIES AND SERVICES ON THE NEIGHBORHOOD.



### **OBJECTIVE 3.10**

**RELATE THE HEIGHT AND BULK OF PODIUM BUILDINGS TO THE WIDTH OF THE STREET, TO DEFINE A CONSISTENT STREETWALL AND ENSURE ADEQUATE SUN AND SKY ACCESS TO STREETS AND ALLEYS.**

### **OBJECTIVE 3.11**

**PRESERVE AND ENHANCE THE CHARACTER AND SCALE OF FINELY-GRAINED RESIDENTIAL AREAS WITHIN THE RINCON HILL AREA.**

#### **Policies**

In guiding the character of a new high-density neighborhood on Rincon Hill, there are two different scales of urban form that affect the experience of the district for a pedestrian or resident:

- Towers, which influence the immediate experience for a pedestrian in the district through their arrangement and form, and affect the city's skyline and views of and through the district; and
- Podium and ground-floor treatments, which define the immediate place for pedestrians and create activity and interest at the street level.

#### **Towers**

Height, bulk, and tower spacing controls are essential means of meeting the design objectives relating to towers. The number, arrangement and form of towers in the district determine the amount of light and air that reach residential units, streets, and open spaces, and the sense of crowding at street level. Rincon Hill will be a primarily residential district, not an office district, and the presence of towers must be tailored to support a living environment.

Additionally, Rincon Hill serves as a gateway to the city from the Bay Bridge and will have a prominent place on the skyline as viewed from many public vantages. Development on the hill will affect views from the bridge and the freeways, and views of the bridge.

The height and bulk of specific development projects should conform to the following design policies:

**Policy 3.1:** Cluster the highest towers near the top of the hill with heights stepping down as elevation decreases. The overall form should identify Rincon Hill as a distinctive geographic feature on the city skyline, distinct from the downtown high-rise office core.

**Policy 3.2:** Vary tower heights to avoid the visual benching created by a number of buildings whose tops are at the same elevation.

**Policy 3.3:** Minimize tower bulk to the dimensions shown in Figure 4, to ensure a feasible tower floorplate, to create elegant, slender towers and to preserve views and exposure to light and air.

**Policy 3.4:** Require towers to be spaced no less than 115 feet apart, the maximum plan dimension per Figure 4 for towers over 85 feet in height, to minimize shadowing of streets and open space, and to preserve at least as much sky plane as tower bulk.

In recognition of pipeline housing projects at 375 and 399 Fremont Street, tower spacing less than 115 feet to a minimum of 80 feet may be permitted to encourage the provision of housing on these sites in keeping with the overall goals of this plan, provided that the other urban design and planning policies of the plan are met.

**Policy 3.5:** Allow no more than three towers per block, to optimize exposure to light and air from residential units, streets and open spaces.

In recognition of pipeline housing projects at 375 and 399 Fremont Street, up to four towers on Assessor's Block 3747 may be permitted, to encourage the provision of housing on these sites in keeping with the overall goals of this plan, provided that the other urban design and planning policies of the plan are met.

**Policy 3.6:** Sculpt tower tops to allow for architectural elements and to screen mechanical equipment.

**Policy 3.7:** Maintain and reinforce views of the Bay Bridge and views of downtown as seen from the Bay Bridge.

**Policy 3.8:** Step the height of buildings down approaching the Embarcadero so as to acknowledge the meeting of land and water.

**Policy 3.9:** Minimize shadows on streets, open spaces and residential units, and the creation of surface winds near the base of buildings.

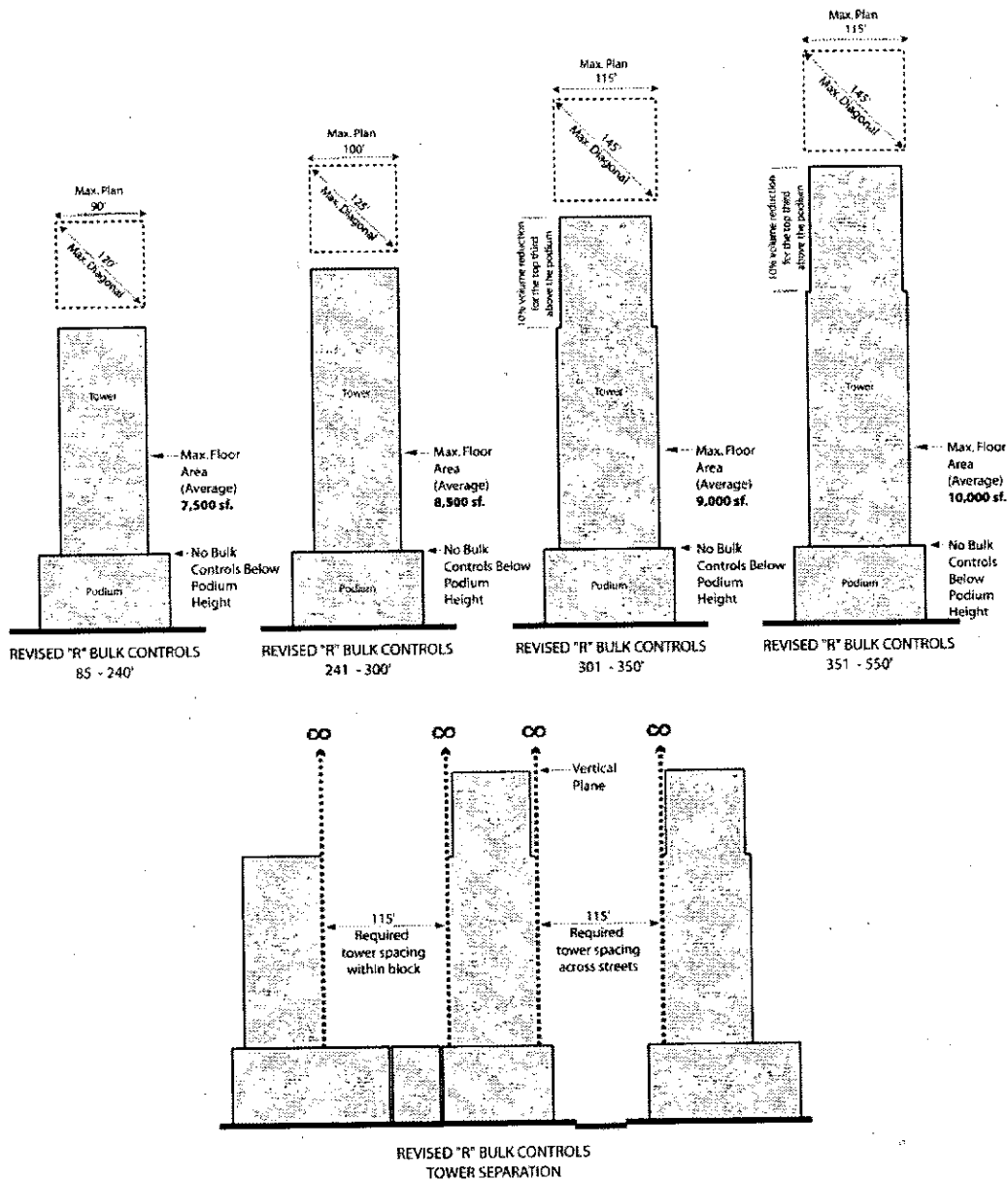
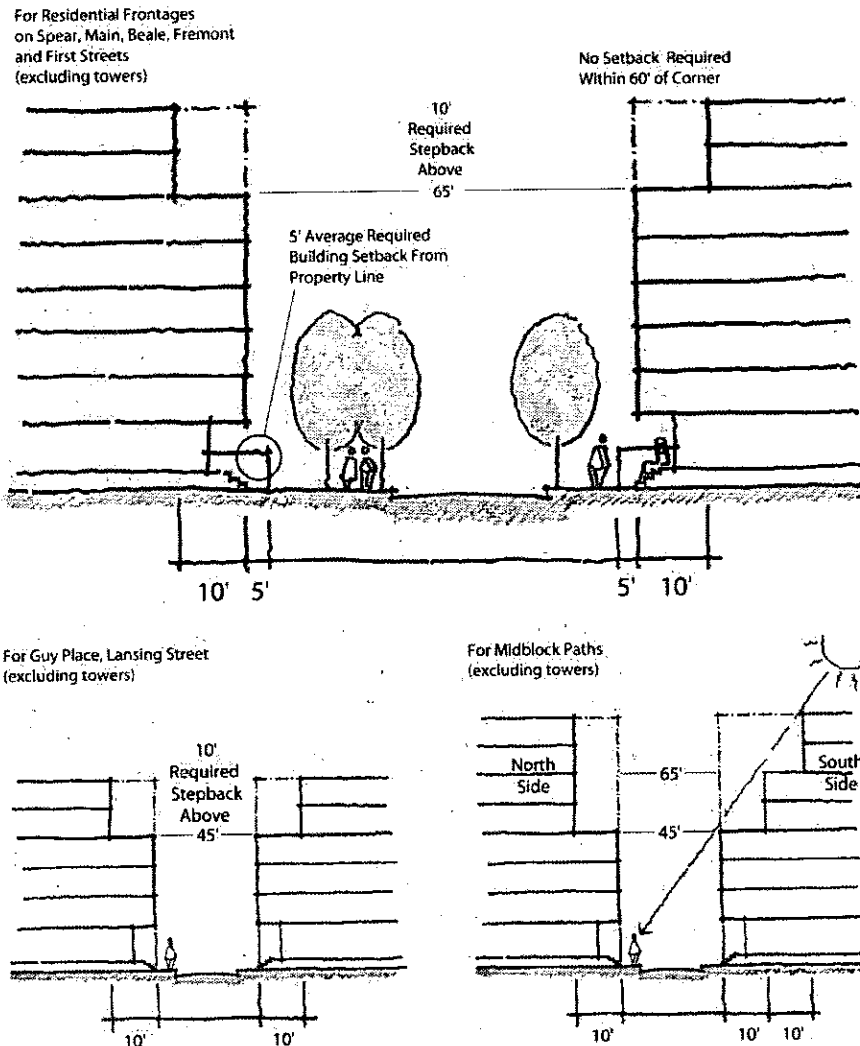


Figure 4: Bulk Control



**Figure 5: Required Podium Stepbacks on Streets, Alleyways and Mid-Block Passageways**

### *Podium and Ground Floor*

The podium and ground-floor portions of new development create the most immediate experience of a building for a pedestrian, and create activity and interest at street level. Podiums and ground floors should be designed in such a way as to encourage pedestrian use and neighborhood safety through greater activity on sidewalks and on front stoops, and to minimize blank or blind frontages. To this end, the following policies apply to the podium and ground-floor portions of Rincon Hill development.

**Policy 3.10:** Provide a consistent 45 to 85 foot streetwall to clearly define the street. See Map 7 for appropriate podium heights for each location within the district.

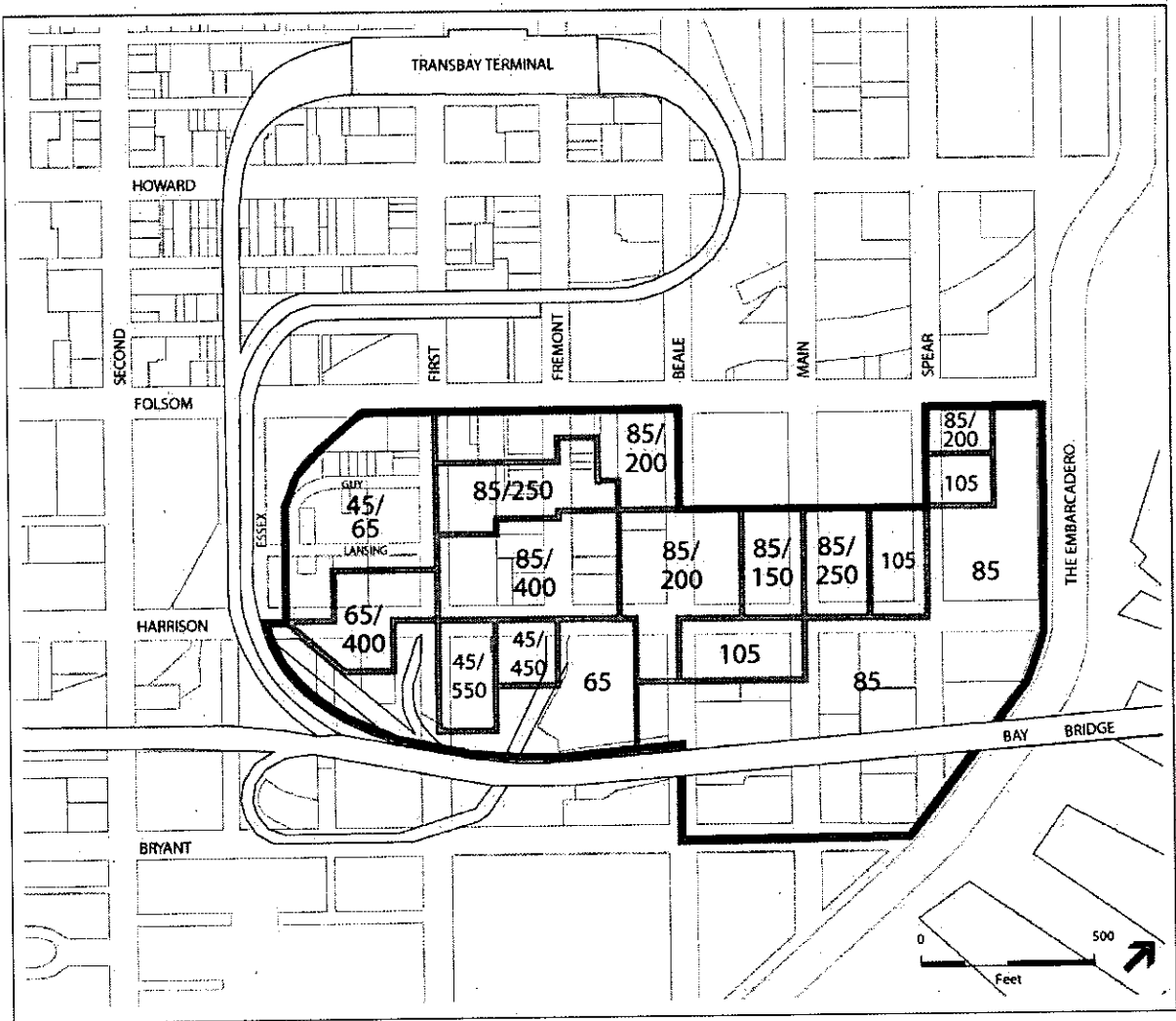
**Policy 3.11:** Require building setbacks at upper-stories for podiums above 65 feet on Spear, Main, Beale, Fremont and First Streets, and above 45 feet on Guy and Lansing Streets and mid-block pedestrian pathways, per Figure 5, to preserve an appropriate scale and sun access to streets.

**Policy 3.12:** Preserve lower podium heights in the Guy/Lansing area where there is an established pattern of four- to six-story buildings.

**Policy 3.13:** Require ground-floor retail use along Folsom Street for at least 75 percent of the street frontage.

HEIGHT LIMITS

Map 7



- Height and Bulk District boundary
- 85/200. Podium/Tower height limits in feet\*
- \* Tower height subject to additional bulk and spacing controls

**Policy 3.14:** Require street-facing ground floor residential units articulated at intervals of no more than 25 feet on Spear, Main, Beale, Fremont, First, and Lansing Streets, and Guy Place, except at tower lobbies or where parking access and utilities are necessary. Encourage them on Harrison and Bryant Streets.

**Policy 3.15:** Require front setbacks of at least five feet on average in new development to allow for front porches, stoops, terraces and landscaping for ground floor units, and to establish a transition from public to private space.

**Policy 3.16:** Restrict parking access to new buildings to two lanes (one egress, one ingress) of no more than 11 feet each, and loading access to one lane of no more than 15 feet. Parking and loading should share access lanes wherever possible.

**Policy 3.17:** Require that all parking must be located below street grade. For sloping sites with a grade change of greater than ten feet, require that no less than 50 percent of the parking must be below grade, and any portions not below grade must be lined by active uses.

**Policy 3.18:** Prohibit parking and loading access off of Folsom Street.

**Policy 3.19:** To encourage the provision of housing on smaller sites in keeping with the overall goals of this plan, the Planning Commission may find the two pipeline housing projects at 375 and 399 Fremont Street that have filed conditional use application prior to March 1, 2003 consistent on balance with the General Plan without complying with Policies 3.1 through 3.18, provided that the other planning policies of the plan are met.

#### **4. RECREATION, OPEN SPACE, AND COMMUNITY FACILITIES**

##### **OBJECTIVE 4.1**

**CREATE A VARIETY OF NEW OPEN SPACES AND COMMUNITY FACILITIES FOR ACTIVE AND PASSIVE RECREATION TO MEET THE NEEDS OF A SIGNIFICANT NEW RESIDENTIAL POPULATION.**

##### **OBJECTIVE 4.2**

**CREATE A NEW NEIGHBORHOOD PARK TO SERVE THE DISTRICT.**

##### **OBJECTIVE 4.3**

**LINK THE AREA VIA PEDESTRIAN IMPROVEMENTS TO OTHER PUBLIC OPEN SPACES SUCH AS THE WATERFRONT PROMENADE AT THE FOOT OF THE HILL AND PLANNED OPEN SPACES IN THE TRANSBAY DISTRICT.**

##### **OBJECTIVE 4.4**

**ENSURE ADEQUATE SUNLIGHT AND MINIMIZE WIND AND SHADOW ON PUBLIC STREETS AND OPEN SPACES.**

##### **OBJECTIVE 4.5**

**USE EXCESS STREET SPACE ON SPEAR, MAIN, AND BEALE STREETS FOR SIDEWALK WIDENINGS THAT PROVIDE USABLE OPEN SPACES AND RECREATIONAL AMENITIES.**

##### **OBJECTIVE 4.6**

**CREATE AN INVITING AND PLEASANT MID-BLOCK PEDESTRIAN CORRIDOR TO THE WATERFRONT.**

##### **OBJECTIVE 4.7**

**REQUIRE PRIVATE DEVELOPMENT TO CONTRIBUTE TO THE CREATION AND ONGOING MAINTENANCE AND OPERATIONS OF PUBLIC OPEN SPACES AND COMMUNITY FACILITIES THROUGH IN-KIND CONTRIBUTION, A COMMUNITY FACILITIES DISTRICT, AND/OR DEVELOPER FEES.**

##### **OBJECTIVE 4.8**

**ENSURE THAT THERE ARE ADEQUATE SCHOOL FACILITIES TO SERVE EXISTING AND FUTURE RESIDENTS OF THE RINCON HILL AND TRANSBAY NEIGHBORHOODS.**

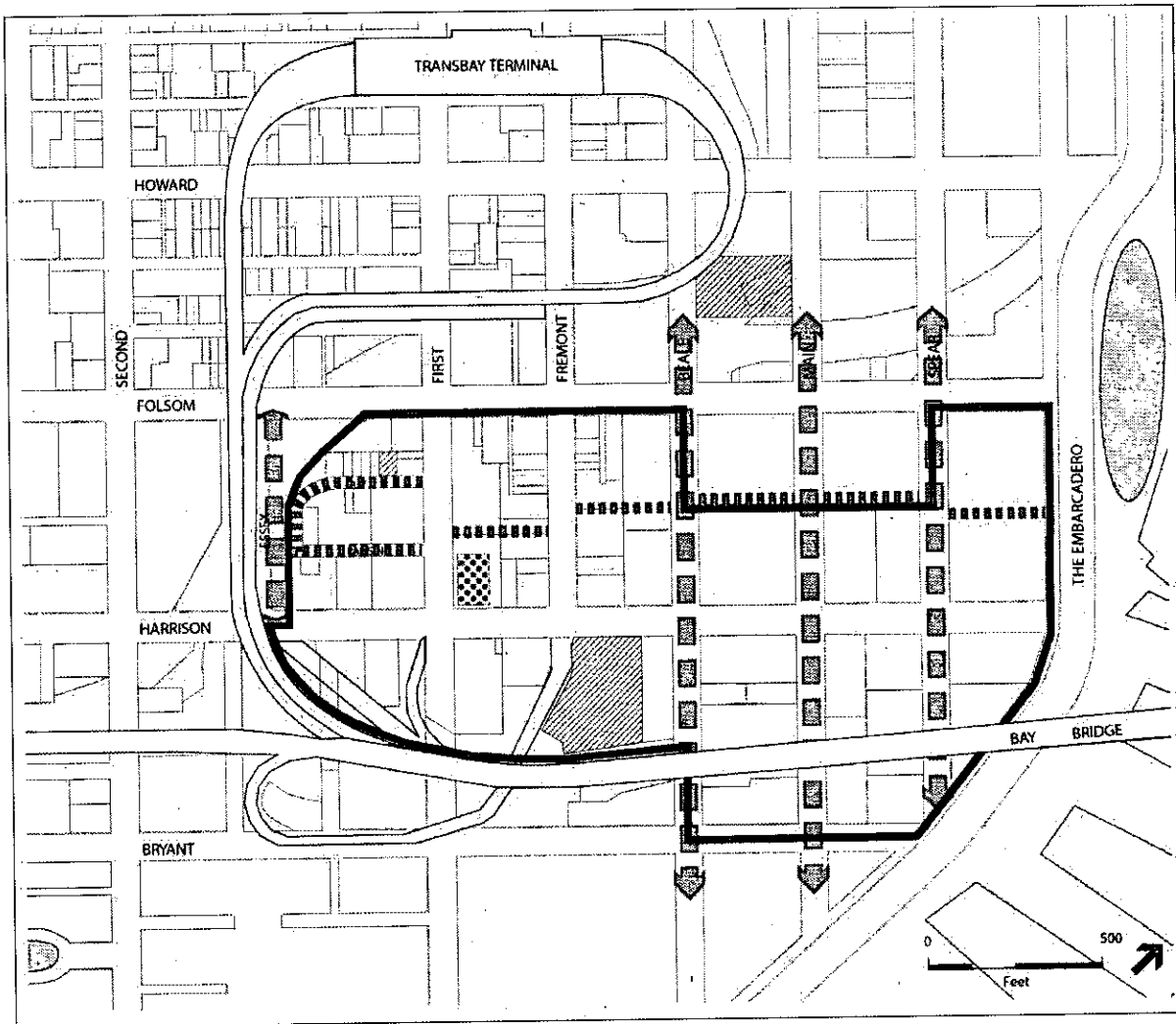
#### **Policies**






##### ***Public Open Space System***

The open space network for Rincon Hill will feature a variety of new open spaces, including a new two-acre park at the corner of Harrison and Fremont Streets, recreational 'Living Streets' that connect to the district's other open spaces, and community facilities in a rehabilitated Sailor's Union of the Pacific building.

# RINCON HILL PUBLIC OPEN SPACE SYSTEM

## Map 8



-  Acquire and develop as neighborhood parks.
-  **Sailor's Union of the Pacific:** Convert existing vacant space into publicly-accessible community arts, recreation and educational space.
-  Existing open spaces
-  **Main, Beale, Spear and Essex Streets:** 'Living Streets'; significantly widen one sidewalk up to 32 feet, remove one lane of traffic; activate sidewalk with recreation uses and landscaping. Conjoin Living Street improvements with hillside and stairway improvements on Essex Street.
-  **Guy and Lansing Streets:** Create pedestrian-oriented shared street, with curb-to-curb special paving, special streetscaping
- Mid-block Pedestrian Pathways:** Create exclusive pedestrian routes midway between Folsom and Harrison Streets.

By bringing several thousand new residents to the district, new development will create a need for greater open space in the district that must be offset by the creation of new public open space and community facilities. Private development must contribute funding to create public open spaces and community recreation facilities.

Map 8 shows the proposed Rincon Hill Open Space System, described in the following policies.

**Policy 4.1:** Purchase parcels of adequate size for a neighborhood park. Parcels that should be prioritized for acquisition include 009, 010, 011, and 018 of Block 3766, at the southeast corner of Harrison and Fremont Streets, currently owned by CalTrans, and Parcel 005 of Block 3749, on Guy Place, currently a privately-owned vacant lot. Other parcels within the district may also be considered for a neighborhood park if a park of adequate size that is useable for Rincon Hill residents would be feasible on those sites.

The CalTrans parcels may also be suitable for joint development, with housing on the southern portion of the site and public open space in the northern portion, if the design results in improved public open space of a useable size for a neighborhood park.

**Policy 4.2:** Significantly widen sidewalks by removing a lane of traffic on Spear, Main, and Beale Streets between Folsom and Bryant Streets per the Rincon Hill Streetscape Plan in order to create new "Living Streets," with pocket park and plaza spaces for active and passive recreational use, decorative paving, lighting, seating, trees and other landscaping.

The Transbay Redevelopment Plan will continue the Living Street concept north of Rincon Hill, providing a continuous pedestrian promenade from the Financial District south to the Embarcadero.

**Policy 4.3:** Create publicly accessible open space along Essex Street, including the hillside and useable space at the top of the hill.

Essex Street should receive similar treatment to the district's other "Living Streets," with a widened and landscaped east sidewalk and pocket parks, per the Rincon Hill Streetscape Plan and the Transbay Redevelopment Plan. This 25-35 foot-wide linear open space should be conjoined with landscape and stairway improvements on the Essex Street hillside, space for

dogs, an overlook and sitting area at the top of the hill along Guy Place, and streetscape improvements on Guy Place and Lansing Street.

**Policy 4.4:** Include community recreation, arts and educational facilities as part of a rehabilitated Sailor's Union of the Pacific building.

The Sailor's Union will retain ownership of the building and use of space it currently needs. However, there is approximately 20,000 square feet of existing vacant space not being used by the Sailor's Union, including an auditorium, gymnasium space, and some offices and workshops. The City should make arrangements such that currently vacant space be improved and made available for community use.

**Policy 4.5:** Continue to look for additional sites for acquisition and development of open space in the Rincon Hill district.

#### *Developer Contributions to Public Open Space*

New development should help fund additional new services and amenities, including parks and community facilities, in proportion to the need for these services and amenities generated by new development. A variety of funding and implementation mechanisms will help to create these new public spaces, and to maintain and operate them over time independent of direct public funding sources.

**Policy 4.6:** Create a community facilities district to fund capital improvements, operation and maintenance of new public spaces, including the Living Streets, the Harrison/Fremont park, and community spaces in the Sailor's Union of the Pacific building.

**Policy 4.7:** Require new development to implement portions of the streetscape plan adjacent to their development, and additional relevant in-kind contributions, as a condition of approval.

#### *Private Residential Open Space*

In addition to public open space, residential open space should also be provided to serve residents of new development.

**Policy 4.8:** Require new development to provide private open space in relation to a development's residential area at a ratio of 75 square feet of open space per unit.

**Policy 4.9:** Allow up to 50 percent of private open space requirements to be provided off-site, provided that this space is publicly accessible. Off-site open spaces should adhere to and implement the Rincon Hill Streetscape Plan.

## **5. STREETS AND TRANSPORTATION**

### **OBJECTIVE 5.1**

**CREATE SAFE AND PLEASANT PEDESTRIAN NETWORKS WITHIN THE RINCON HILL AREA, TO DOWNTOWN, AND TO THE BAY.**

### **OBJECTIVE 5.2**

**WIDEN SIDEWALKS, REDUCE STREET WIDTHS, AND MAKE OTHER PEDESTRIAN AND STREET IMPROVEMENTS, WHILE RETAINING THE NECESSARY SPACE FOR TRAFFIC MOVEMENTS, PER THE RINCON HILL STREETScape PLAN.**

### **OBJECTIVE 5.3**

**PRIORITIZE PEDESTRIAN SAFETY THROUGH STREET AND INTERSECTION IMPROVEMENTS, ESPECIALLY AT INTERSECTIONS ADJACENT TO FREEWAY RAMPS, AND INTERSECTIONS WITH A HISTORY OF VEHICLE/PEDESTRIAN COLLISIONS.**

### **OBJECTIVE 5.4**

**IMPROVE TRANSIT SERVICE TO AND FROM RINCON HILL.**

### **OBJECTIVE 5.5**

**MANAGE PARKING SUPPLY AND PRICING TO ENCOURAGE TRAVEL BY FOOT, PUBLIC TRANSPORTATION, AND BICYCLE.**

### **OBJECTIVE 5.6**

**IMPROVE LOCAL AND REGIONAL TRAFFIC FLOWS AND TRANSIT MOVEMENTS BY SEPARATING BRIDGE-BOUND TRAFFIC FROM LOCAL LANES IN APPROPRIATE LOCATIONS.**

### **OBJECTIVE 5.7**

**MAINTAIN THE POTENTIAL FOR A BAY BRIDGE BICYCLE/PEDESTRIAN/ MAINTENANCE PATH, AND ENSURE THAT ALL OPTIONS FOR THE PATH TOUCHDOWN AND ALIGNMENT ARE KEPT OPEN.**

### **OBJECTIVE 5.8**

**ENCOURAGE STATE AGENCIES TO ALLOW THE RE-OPENING OF BEALE STREET UNDER THE BAY BRIDGE AS SOON AS SECURITY CONCERNS CAN BE MET.**

### **OBJECTIVE 5.9**

**REQUIRE PRIVATE DEVELOPMENT TO CONTRIBUTE TO THE CREATION AND ONGOING MAINTENANCE AND OPERATIONS OF SPECIAL STREETSAPES THROUGH IN-KIND CONTRIBUTION, A COMMUNITY FACILITIES DISTRICT, AND/OR DEVELOPER FEES.**

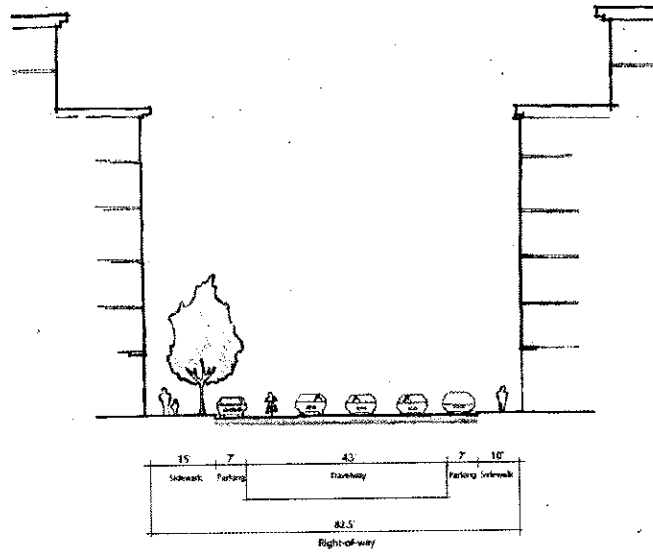
## **Policies**

**Policy 5.1:** Implement the Rincon Hill Streetscape Plan.

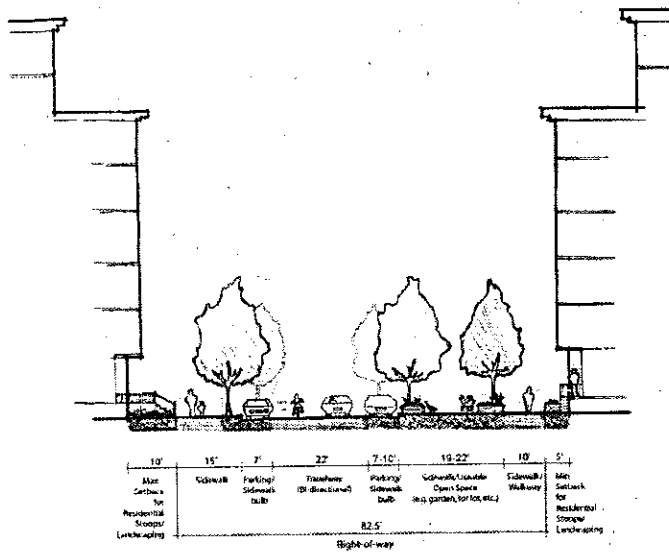
A comprehensive streetscape plan is proposed for Rincon Hill. This plan calls for extensive sidewalk widenings, tree plantings, street furniture, and the creation of new public spaces along streets throughout the district. The plan will describe specific curb and sidewalk changes and roadway lane configurations. New development will be required to implement portions of the streetscape plan as a condition of approval, and to pay into a community facilities district that will enable the City to implement and maintain those portions of the Streetscape Plan not put in place by new projects. The proposed Streetscape Plan will be separately approved by the Municipal Transportation Authority, the Department of Public Works, the Planning Commission, and the Board of Supervisors.

The Streetscape Plan contains the following changes to the existing Rincon Hill street system. Map 9 shows the streetscape concept, but not specific curb, sidewalk, and roadway changes.





Existing



Proposed

Figure 6: Proposed Living Street Section (Spear, Main and Beale Streets)

### *Living Streets*

Main, Beale and Spear Streets have low volumes of traffic most of the day and are needlessly wide. Creation of more intimate, residentially-scaled streets will help change the industrial character of the Hill and will serve the needs of the new residential population.

**Policy 5.2:** Significantly widen sidewalks by removing a lane of traffic on Spear, Main and Beale Streets between Folsom and Bryant Streets per the Rincon Hill Streetscape Plan in order to create new "Living Streets," with pocket park and plaza spaces for active and passive recreational use, decorative paving, lighting, seating, trees and other landscaping. See Figure 6.

Living Streets prioritize streets for pedestrian activity and open space over auto traffic, providing a variety of open spaces in significantly widened sidewalks, up to 32 feet on one side. The Transbay Redevelopment Plan will continue the Living Street concept north of Rincon Hill, providing a pleasant walk from the Financial District south to the Embarcadero.

### *Folsom Street*

**Policy 5.3:** Transform Folsom Street into a grand civic boulevard, per this plan and the Transbay Redevelopment Plan.

Lined with neighborhood-serving retail, restaurants, and services, Folsom Street will be the commercial heart of the Transbay and Rincon Hill neighborhoods, and the civic and transportation spine linking the neighborhood to the rest of the South of Market and the waterfront. Folsom Street is not within the boundaries of the Rincon Hill Plan and changes to it will not be incorporated into the Rincon Hill Streetscape Plan; however, this plan supports the recommendations for Folsom Street contained in the Transbay Redevelopment Plan.

### *Harrison, First and Fremont Streets*

**Policy 5.4:** Widen sidewalks, narrow lanes, and remove lanes, where feasible, on Harrison, First, and Fremont Streets.

**Policy 5.5:** Separate bridge-bound traffic from local traffic and transit through physical design strategies such as planted medians.

Harrison, First and Fremont Streets all carry heavy traffic connecting to the Bay Bridge. At the same time,

there are opportunities to widen sidewalks and narrow overly wide lanes, and on Fremont Street, to take out a northbound lane. Medians and other physical design strategies should be used to separate bridge-bound traffic from local traffic and transit.

### *Guy Place and Lansing Street*

**Policy 5.6:** Implement streetscape improvements on Guy Place and Lansing Street that prioritize pedestrian use for the entire right-of-way.

Traffic volumes are very low on Guy Place and Lansing Street, largely because they form a closed loop. Because of the low traffic volumes, the "Shared Street" is an appropriate model for Guy Place and Lansing Street. The Shared Street prioritizes residential and pedestrian functions over regular provision for traffic. Such a facility provides a meandering streetscape which appeals to pedestrians with special landscaping and street furniture. It is intended to provide vehicular and pedestrian access to residences in the immediate vicinity and to serve as a place where residents can enjoy open space.

The physical design of Guy Place and Lansing Street should reinforce the very slow speed of the street, at which mingling of people and vehicles is safe, and encourage open space use by residents. The design will signal to drivers that they should expect to encounter people in the street. Existing on-street parking and driveway access should be maintained.

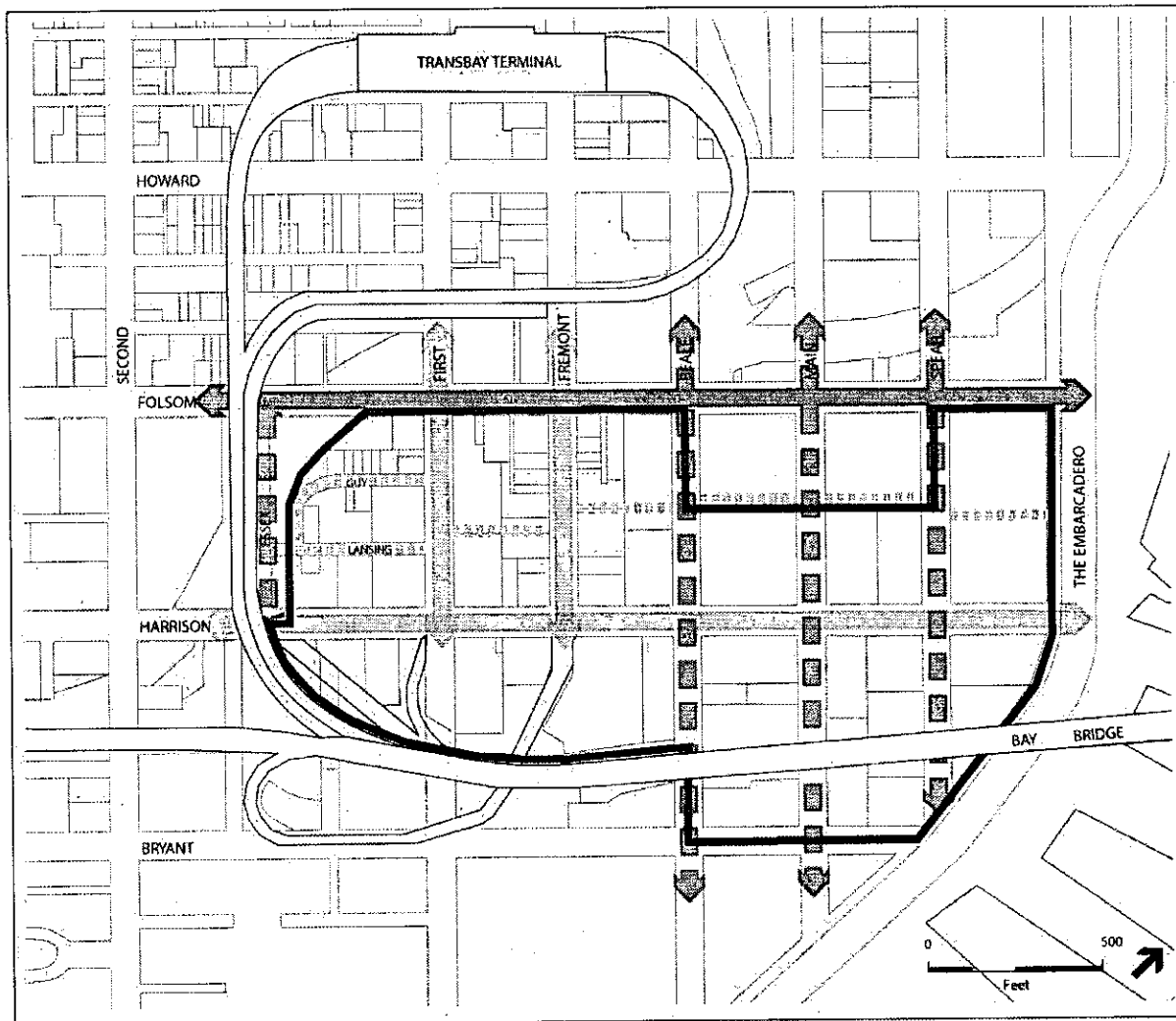
### *Mid-Block Pedestrian Pathways*





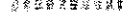
**Policy 5.7:** Ensure the creation of a safe, inviting, and pleasant publicly accessible pedestrian/open space mid-block pathway through Assessors Blocks 3744-3748 from First Street to the Embarcadero by requiring new developments along the alignment of the proposed path to provide a publicly-accessible easement through their property.

A new east-west pedestrian circulation system should be created in the middle of the long blocks between Folsom and Harrison Streets. These pathways will provide a pedestrian route from First Street near the top of the hill to the Embarcadero Promenade on the waterfront, and break up the scale of large blocks. The pathways would be connected by mid-block crossings on Spear, Main, and Beale Streets. Many of these pathways are already built or approved as part of development projects.

# RINCON HILL STREETSCAPE CONCEPT

Map 9



-  **Main, Beale, Spear and Essex Streets:** 'Living Streets'; significantly widen one sidewalk up to 32 feet, remove one lane of traffic, activate sidewalk with recreation uses and landscaping.
-  **Folsom Street:** Create neighborhood commercial boulevard, per the Transbay Redevelopment Plan.
-  **Harrison, First and Fremont Streets:** Widen sidewalks, narrow overly wide lanes, separate bridge-bound traffic from local traffic and Muni buses
-  **Guy and Lansing Streets:** Create pedestrian-oriented shared street; with curb-to-curb special paving; special streetscaping.
-  **Mid-block Pedestrian Pathways:** Create exclusive pedestrian routes midway between Folsom and Harrison Streets.

Map 9 shows the approximate location of the pedestrian pathway network.

### **Transit**

There is limited intra-city transit service that currently serves Rincon Hill. As daytime and evening population increases, transit services will need to be established and enhanced to serve Rincon Hill. Walking will be the primary way that people living in Rincon Hill will move about for daily needs due to the immediate proximity of the downtown core, regional transit hubs at the Transbay Terminal, Market Street, and the Ferry Building, and the development of a neighborhood retail center focused on Folsom Street. However, better transit service is needed for Rincon Hill residents, employees, and visitors to access other San Francisco neighborhoods and for other San Franciscans to access Rincon Hill.

**Policy 5.8:** Explore the feasibility of and implement if feasible the following transit improvements for Rincon Hill.

#### **Short-term**

- Extend the existing #1 California and/or the #41 Union bus at least one block south to Folsom Street
- Increase service on the existing #12 Folsom and #10 Townsend
- Add late night (owl) service to the area.

#### **Long-term**

These proposals are recommended for long-term consideration as part of a broader effort for the growing downtown neighborhoods South of Market, and to serve the dense Rincon Hill/Transbay area.

- Create Bus Rapid Transit in the Folsom Street corridor, including dedicated transit lanes, special stops, and traffic signal priority.
- Ensure a Rincon Hill/Transbay subway stop on Folsom Street for the proposed Geary Boulevard subway, should that potential subway line extend south of Market Street and under Folsom Street.

### **Parking**

In accordance with the City Charter's Transit-First Policy, the parking and loading requirements described below manage the siting and provision of parking to

encourage travel by foot, bicycle and transit, while meeting the on-site parking and loading needs of new development. By managing supply and access, the parking and loading requirements described below support the creation of an active, walkable, and affordable neighborhood in Rincon Hill that capitalizes on its proximity to downtown and to nearby transit. These controls minimize curb cuts and blank frontages on important pedestrian streets, encourage viable alternatives to driving, and ensure that above-ground space is used for housing and other neighborhood-serving uses, rather than for parking. The controls also encourage the storing of cars for occasional or weekend use, rather than for daily commuting.

**Policy 5.9:** Eliminate the minimum off-street parking requirement for all uses.

**Policy 5.10:** Permit parking up to one space per two units by right, and up to one car per unit, provided that any parking spaces above one space per two units are not independently accessible.

**Policy 5.11:** Permit parking for office use up to 7 percent of the gross leasable area, and for retail uses greater than 5,000 square feet up to one space per 1,500 square feet of occupiable floor area.

**Policy 5.12:** Require that parking be sold or rented separately from residential units and commercial spaces in perpetuity.

**Policy 5.13:** Require that parking will only serve those uses for which it is accessory in perpetuity, and under no circumstances will be sold, rented or otherwise made available as commuter parking.

**Policy 5.14:** Prohibit parking as a principal use.

**Policy 5.15:** Require new development over 50 units to offer at least one parking space to a car-sharing organization for the right of first refusal.

**Policy 5.16:** Require parking for bicycles at a ratio of one space per two units for buildings with 50 units or fewer, and one space per four units for buildings with greater than 50 units.

## 6. PRESERVATION

### OBJECTIVE 6.1

**PRESERVE AND ADAPTIVELY REUSE THOSE BUILDINGS IN THE AREA WHICH HAVE PARTICULAR ARCHITECTURAL OR HISTORICAL MERIT OR WHICH PROVIDE A SCALE AND CHARACTER OF DEVELOPMENT CONSISTENT WITH THE PLAN.**

### OBJECTIVE 6.2

**REHABILITATE THE SAILOR'S UNION OF THE PACIFIC BUILDING SO THAT IT MAY BE USED FOR PUBLICLY-ACCESSIBLE COMMUNITY RECREATION, ARTS AND EDUCATIONAL FACILITIES.**

The existing architecture of Rincon Hill is predominantly industrial in character, encompassing a wide spectrum of styles and building types. As was the case in manufacturing districts throughout the city, buildings were set on large lots with little regard for their neighbors. In the 1930s, the construction of the Bay Bridge and James Lick Freeway contributed to the further fracturing of the industrial area.

Despite the apparent randomness of the existing streetscapes, several buildings command particular interest. The great facades with their large window expanses — the result of a need for ambient light — and innovative massing plans illustrate a series of developments in industrial architecture. From the calm severity of the Hathaway Warehouse, one of the oldest of such structures in San Francisco, to the bold polychromatic lines of the Union 76 Building, a wide variety of architecture is represented. While factories and warehouses originated as severely utilitarian buildings, those of the late nineteenth and early twentieth centuries show a more deliberate attempt at a stylistic treatment. In some cases, the facades are as formal as those of office buildings in their articulation by a strict order of piers and symmetrical compositions. The use of reinforced concrete structural systems also permitted greater freedom in the choice of cladding material as well as in the application of decorative detail.

### Policies

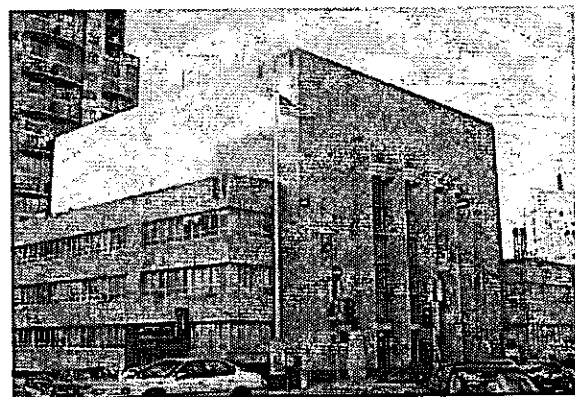
While most of the land within the Rincon Hill area is suitable for new development, there are a number of buildings that have been rated to be Significant Build-

ings based on their architectural and historical attributes and their preservation should be encouraged. (See Map 10 for location of specific sites.)

Since 1985, a number of these buildings have been rehabilitated and adapted for new uses, including the Hills Brothers Coffee Building, the Joseph Magnin Warehouse, the Hathaway Warehouse, the Coffin-Reddington Building, and the Gimbel Brothers Candy Factory. This plan further calls for the creation of funding to rehabilitate the Sailor's Union of the Pacific Building.

The following guidelines should be applied in reviewing development on the sites of these buildings.

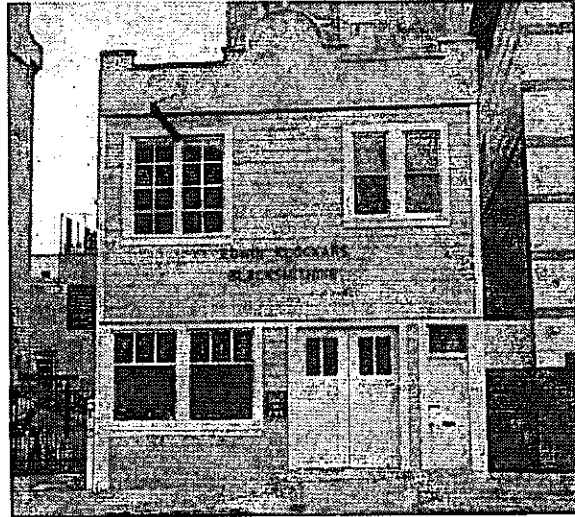
**Site 1 — Sailors Union of the Pacific:** 450 Harrison Street. The Sailors Union of the Pacific is a monumental granite block with two separate compositional sections. While the building's two wings are characterized by long horizontal window bands, the central section is essentially a great concrete block with an enframed window wall entrance. A series of six concave piers, connected by wave panels and banded tubing, frames the tall vertical windows of the entrance. The grey facade walls surrounding this design are blank. The facade, designed by William Gladstone Merchant, bears a marked resemblance to his "Pacific House", the theme building of the 1939-40 exposition on Treasure Island. Its "streamlined-moderne" idiom exhibits a monumentality rare for this style in the Bay Area. A building that both obscured the blank northern sidewalls and continued the horizontal window bands of the western facade could improve the quality of the streetscape along First Street.



**Sailors Union of the Pacific building**

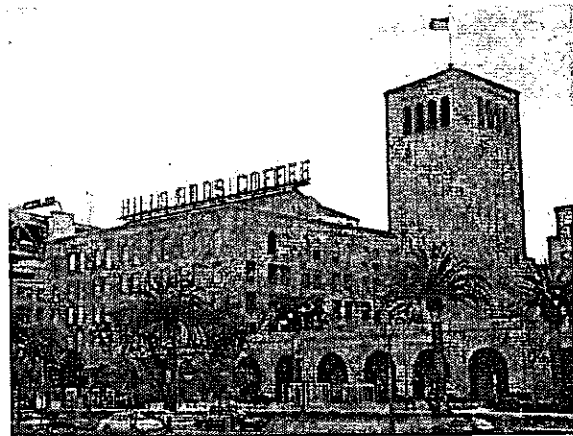
This plan proposes that the Sailor's Union of the Pacific building be rehabilitated using funds from private development or from a community facilities district. The building would then continue to be used by the Sailor's Union, along with housing new community-serving arts, recreation, and educational activities that could use existing vacant spaces within the building.

**Site 2 — Klockar's Blacksmith Shop:** 443-7 Folsom Street. This landmark building houses one of two known extant blacksmith operations in San Francisco — a far cry from the days when forges blazed and anvils rang from scores of smiths throughout the city. Once essential as mechanics in everyday operations of the city, many of the smiths also ranked among the finest craftsmen and artists. The two-story Blacksmith shop is a wood frame structure concluded by a parapet roof, whose profile is characteristic of the Mission Revival style. A very fine example of western vernacular architecture, the building's "western style" frame facade would have been at home in any of hundreds of late 19th Century towns and villages in the American West. The rest of the lot also contains two auxiliary structures. Because of its uniqueness, the existing use should be retained.



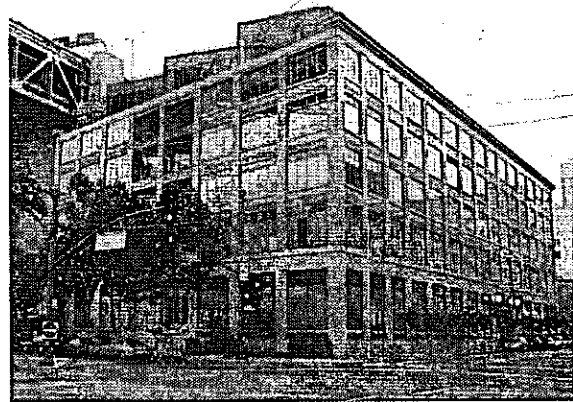
Klockar's Blacksmith Shop building

**Site 3 — Hills Brothers Coffee Company:** 2-30 Harrison Street. Hills Brothers is the largest and most impressive of all coffee buildings along the waterfront. It was built in 1924 having been designed by George Kelham, whose other work includes the Standard Oil and Shell Buildings, the Hills Brothers packing and roasting building is a red brick block with a 175-foot tall square tower. Romanesque arches on the ground and fifth stories and a cornice composed of smaller arches are used to articulate the massive facade. The building is also decorated with pattern brickwork and elaborately crafted bronze grillwork doors. The great tower, generally without fenestration, contains a series of round arches on its upper section and is capped by a pyramidal red tile roof. It was designated a local landmark in 1982. It should remain essentially intact. In 1990, the 1950s addition to the north was replaced with a residential tower, ground-floor retail space and a central plaza in a style compatible with the landmark building.



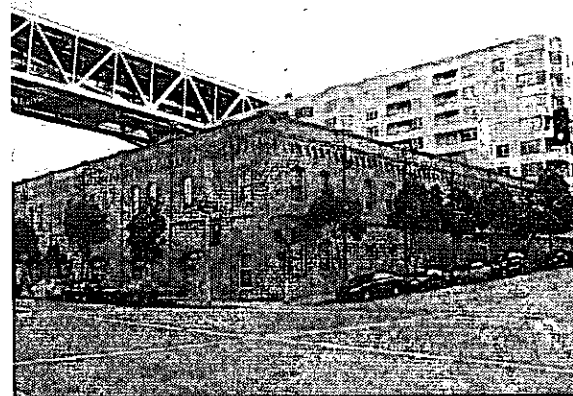
Hills Brothers Coffee Company building

**Site 4 — Joseph Magnin Warehouse:** 29-35 Harrison Street. This five-story reinforced concrete warehouse was designed by George Applegarth in 1918 for the A.B. Spreckels Securities Co. The five-story block is faced in white concrete, relieved by a rusticated stucco base. The three-part composition is divided by giant pilasters into a series of great horizontal windows whose six-lite pivotal windows are divided by industrial sash. Decorative elements include ashlar scoring of the exterior walls, and brick spandrel panels below each window bay. A restrained classical cornice concludes the powerful industrial design. Due to its massive floor plates, a penthouse addition set back from the site lines on the street could be permitted.



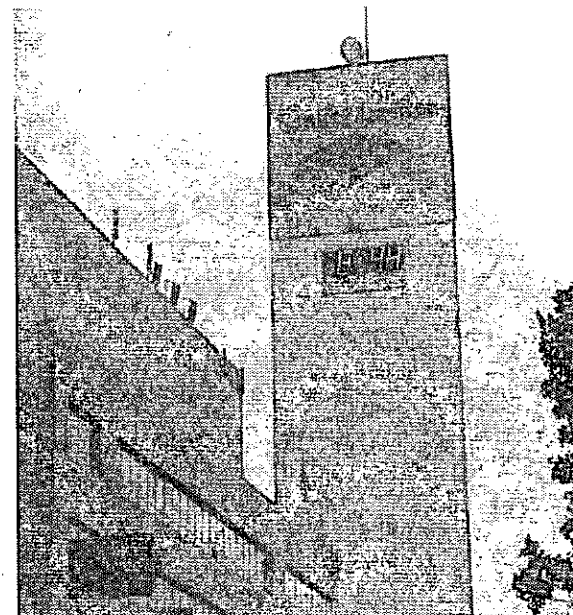
**Joseph Magnin Warehouse**

**Site 5 — Hathaway Warehouse:** 400 Spear Street. One of the oldest extant warehouses in the city, the ground story of this splendid brick structure has its origins in the third quarter of the 19th Century, possibly as early as 1856. Additions to the Harrison Street facade were completed in 1875 and the upper sections of the building were completed by about 1900. The two-story brick building, now painted a cream color, is distinguished by projecting brick hood moldings on the ground floor along Spear Street. Brick pilasters with corbelled capitals divide the facade into a series of paired window bays. A projecting belt course separates the two stories on the building's facades. As late as 1919, its length was virtually double that of today. Around the turn of the century, another portion of it may have been demolished. Because of its small size it would be difficult to alter or add to the building without significantly harming its integrity and therefore it should be retained intact.



**Hathaway Warehouse**

**Site 6 — Union Oil Co. Building:** 425 First Street. The Union Oil Company Oil Building (1954) is a two-part Art Moderne office block with adjoining tower. The vertical tower — in the shape of a pylon — provides an excellent counterpoint to the office block, characterized by horizontal window bands on a glazed white tile facade. Blue belt courses and glass block windows accentuate the streamlined office design. Its architect, Lewis Hobart, took advantage of an elevated site to design a 138-foot triangular tower, whose white cladding was relieved by a vertical blue strip and orange triangle bearing the name of the company. In 1995, the Union Oil Company logo was replaced with a logo for the Bank of America, and the blue strip was removed. The tower is not only an advertisement, but also the most prominent point of reference for Rincon Hill. A great digital clock also displays the time to travelers enroute to the Bay Bridge or nearby freeways. Since portions of the site are used for parking and vehicular movement,

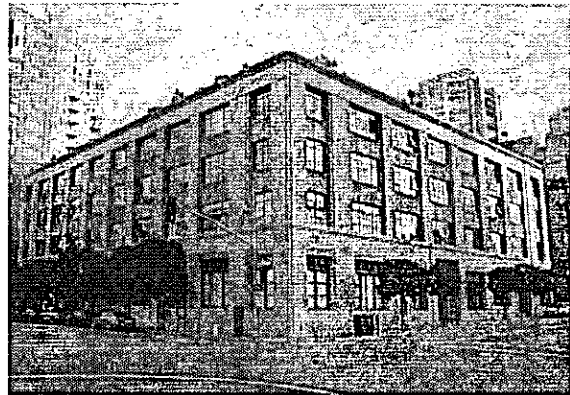


**Union Oil Company/Bank of America building**

the site could accommodate additional development consistent with the scale and character of the existing building.

The Union 76 Clock Tower has been identified as a historic resource in several existing surveys, including this Plan. A new residential development is currently proposed at this location that would remove this resource if built. Given this plan's policies to encourage housing in Rincon Hill, and the housing potential at this location, residential development on the site may be appropriate if findings of overriding considerations are made.

**Site 7 — Coffin-Reddington Building:** 301 Folsom Street. In the design of this 1937 office/warehouse building for a local firm dealing in wholesale drugs, chemicals, drug sundries and liquors, Frederick H. Meyer, founder of the California College of Arts and Crafts, employed a restrained Moderne idiom. The Coffin-Reddington Building is a two-part reinforced concrete block whose stucco facade has been painted a beige color. The building's great mass is articulated by differentiating its end bays through the modulation of their width in respect to the central bays. Moderne elements include decorative chevrons and half circles at the frieze and fluted piers, dividing the facade into a series of horizontal window bays with industrial sash. A dentilated lintel, fluted piers, and decorative floral patterns and chevrons decorate the two entrances. The building could accommodate a penthouse set back from the site lines along the street and otherwise should remain essentially intact.



**Coffin-Reddington building**

**Site 8 — Gimbel Brothers Candy Factory:** 501 Folsom Street. The Gimbel Brothers Building was constructed in 1916 according to the designs of Alfred Kuhn. The building was used for the production and storage of candy. The four-story block is divided into two sections by an elaborate stringcourse and faced in a red English Garden Wall brick bond. The ground story contains large square windows, some of whose sash has been replaced over the years. Brick pilasters, with stepped capitals, divide the facade into a series of recessed single window bays while differentiated end bays contain paired windows flush with the facade. All windows are concluded by segmental arches whose voussoirs blend well with the orthogonal surface. The building is concluded by a coping above its restrained cornice. The building could accommodate a penthouse set back from the site lines along the street but otherwise should remain essentially intact.



**Gimbel Brothers Candy Factory**



## 7. IMPLEMENTATION

A key goal of this plan is to create a full-service urban neighborhood to support the substantial new housing development anticipated in Rincon Hill. If the plan is realized, new residents will create significant new needs, which the area's dated infrastructure cannot meet. While new development will generate real estate transfer taxes and annual property tax increases and pay citywide school fees and meet inclusionary housing requirements, additional investments in parks, streets, and community facilities and services—beyond what can be provided through property tax revenue—is essential to meeting the needs of new residents and fulfilling the City's goal of creating a residential neighborhood on Rincon Hill supported by the necessary investments in parks, streets and other facilities. To this end, this plan proposes the following implementation strategies:

### OBJECTIVE 7.1

**ENSURE THAT PRIVATE DEVELOPMENT PROVIDES FUNDING FOR PUBLIC IMPROVEMENTS, AND THEIR ON-GOING MAINTENANCE AND OPERATIONS, IN PROPORTION TO THE NEED FOR THOSE IMPROVEMENTS THAT IT GENERATES.**

### OBJECTIVE 7.2

**MINIMIZE THE AMOUNT OF DIRECT PUBLIC FUNDING THAT MUST BE USED TO FUND AND MAINTAIN PUBLIC IMPROVEMENTS**

### OBJECTIVE 7.3

**USE LOCAL SOUTH OF MARKET RESIDENTS AND FIRST SOURCE EMPLOYEES AND PROVIDE ADEQUATE JOB TRAINING, ESPECIALLY FOR SOUTH OF MARKET RESIDENTS, FOR NEW CONSTRUCTION AND POST-CONSTRUCTION JOBS CREATED FROM NEW DEVELOPMENT TO THE MAXIMUM EXTENT FEASIBLE.**

## Policies

**Policy 7.1:** Require new development to implement portions of the streetscape plan adjacent to their development, and additional relevant in-kind contributions, as a condition of approval.

**Policy 7.2:** Create a community facilities district to fund capital improvements, operation and maintenance of new public spaces, including the Living Streets, the Harrison/Fremont park, and community spaces in the Sailor's Union of the Pacific building.

**Policy 7.3:** Require new development fee to pay an additional per square foot fee to cover features of the public realm plan, based on the need for the public improvements created by new development, that cannot be paid for through the community facilities district.

**Policy 7.4:** Pursue the adoption of the Rincon Hill Streetscape Plan by all necessary agencies and the Board of Supervisors consistent with this plan.

**Policy 7.5:** Ensure that new residential development projects in Rincon Hill comply with First Source Hiring requirements for construction and post-construction employment pursuant to San Francisco Administrative Code Chapter 83.

**Policy 7.6:** Encourage new development to make good faith efforts to hire San Francisco residents comprising at least 50 percent of the total construction workforce measured in labor work hours.

## 8. PIPELINE PROJECTS

Notwithstanding any other provisions of the Rincon Hill Area Plan, in recognition of pipeline housing projects at 375 and 399 Fremont Street, all provisions of this Plan shall be considered in connection with the approval of such pipeline projects but are not requirements; provided, however, that the pipeline projects are compatible with the objectives of this Plan taken as a whole.